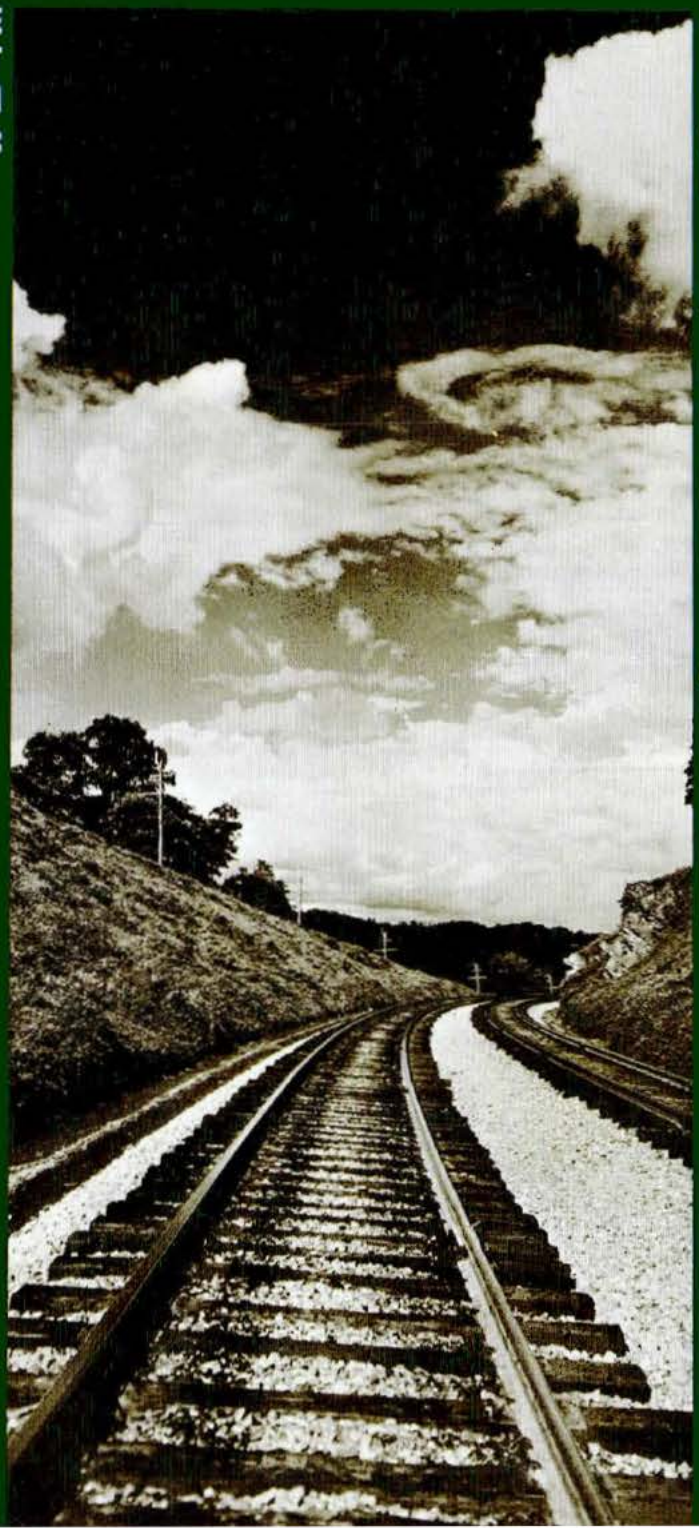
ENGINEERING: SPECIAL REPORT FOR B&B, ROADMASTERS

SEPTEMBER 8, 1969

RAILWAY AGE

THE TRANSPORTATION WEEKLY

ON-THE-SCENE REPORT FROM ILLINOIS:



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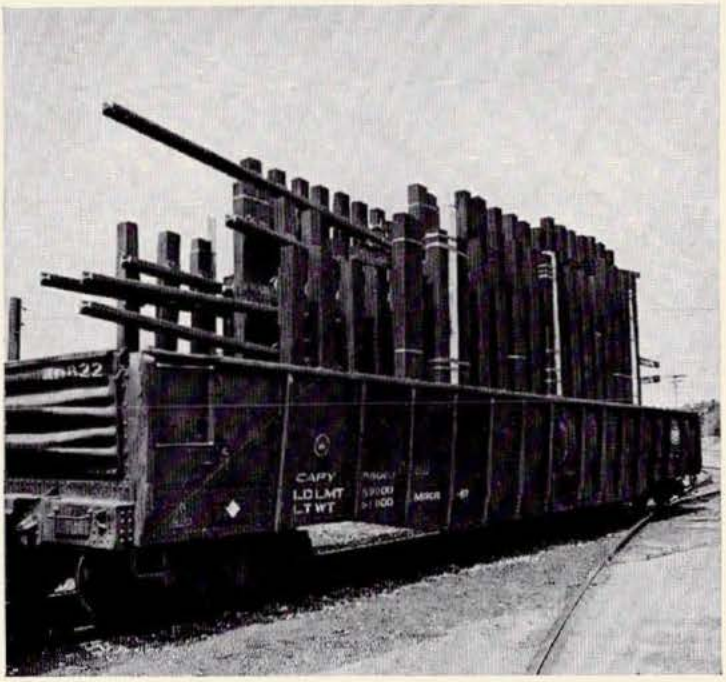

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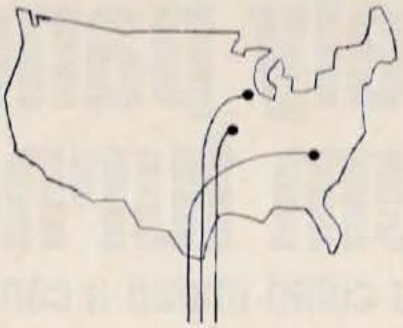

3M BRAND Insulated rail joints* were put through all the paces and came out 1st in strength, durability and overall economy

The Southern Railway checked the performance of 3M insulated rail joints in its high-speed mainline track from Virginia to North Carolina. After fourteen months of demanding service, all the 3M rail joints were still in good condition.

The Rock Island Line tested the durability of 3M joints in a variety of recognized problem areas — hump yards, wet and poorly drained grade crossings, and welded rail. Some of these locations had required insulation renewal every six weeks, but the 3M rail joints are still going strong in the same areas 3½ years later!

The Missouri Pacific Railroad made a cost study comparing performance and life of various insulated joints in their track. The longer life of the 3M joint, and the ease of installation made it less expensive in the long run over any other joint regardless of the initial cost. Such cost effectiveness coupled with the proven electrical and structural reliability prompted MoPac to standardize on the 3M joint for new installations in main tracks and at other locations where renewal was required more than once a year.

If your road is still plagued with problems in insulated joints, maybe it's time you turned to 3M for help. For full details write: Industrial Special Products Dept., 3M Company, 3M Center, St. Paul, Minn. 55101, Dept. ISK-99.

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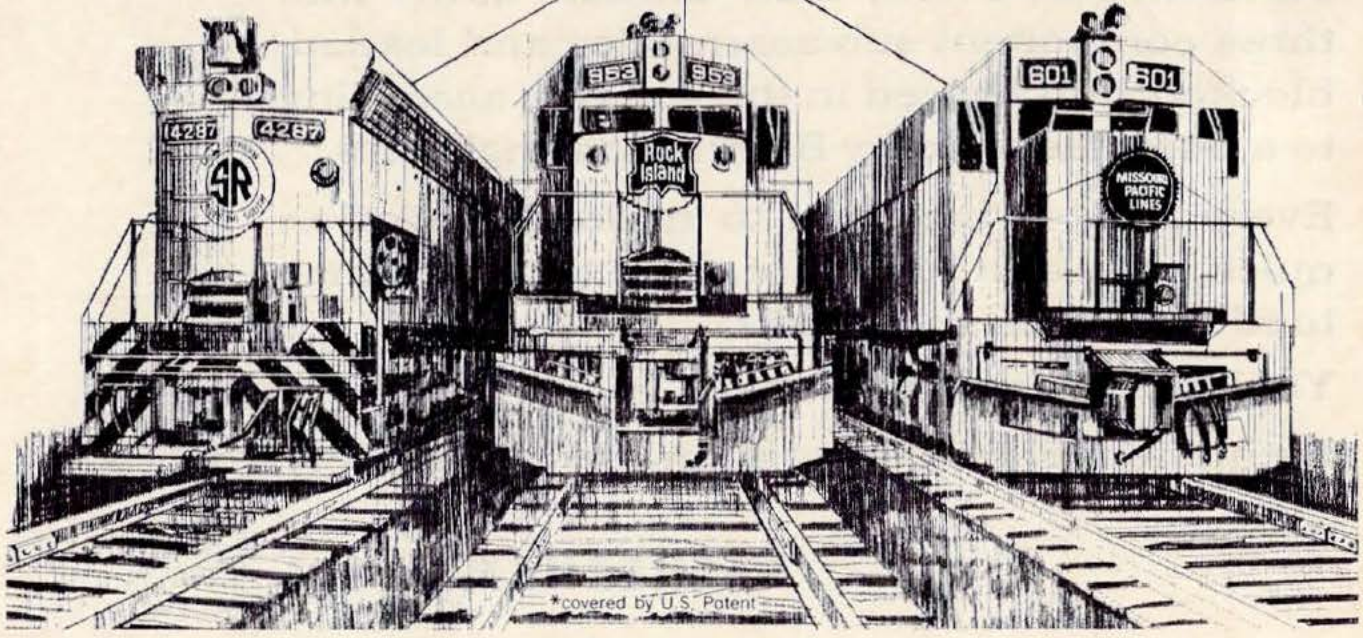

*covered by U.S. Patent

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RAILWAY AGE

September 8, 1969 • Vol. 167, No. 10

THIS WEEK

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. . . AND COMING NEXT WEEK

A SPECIAL TWO-IN-ONE CONVENTION ISSUE, dated Sept. 15/22, is being prepared for the annual meetings of the Coordinated Associations, the C&S Section, and the Data Systems Division (AAR). In addition to five pages of new products, features will include reports on the Santa Fe's new locomotive simulator; a proposed new coaxial train; ACI and TRAIN; and Illinois Central's data system.

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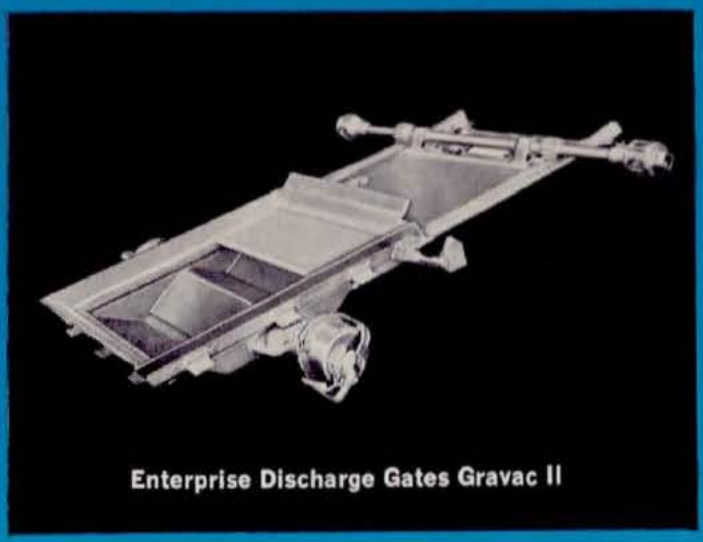

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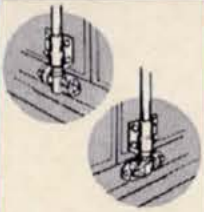

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SHORT AND SIGNIFICANT

UP offers $240 million for oil companies

Union Pacific is ready to make another major diversification move. Directors of the railroad company and the Celanese Corp. have agreed "in principle" on UP's acquisition of two Celanese oil subsidiaries—Champlin Petroleum Co. and Pontiac Refining Corp.—for $240 million. The price would be payable in cash, half at the closing and the remainder over a three-year period. Champlin and Pontiac have crude oil production of about 30,000 barrels a day in nine states and three provinces of Canada, an aggregate daily refining capacity of 91,000 barrels, and 1,400 service stations in 12 mid-continent states. UP earlier announced an agreement with Pan American Petroleum Corp. on an oil and gas exploration program covering 7 million acres of Union Pacific lands in Colorado, Wyoming and Utah (RA, Sept. 1, p. 11).

EL cites losses of $18 per passenger

Erie Lackawanna wants to take off the last of its long-distance passenger trains—the "Lake Cities," Nos. 5 and 6, between Hoboken, N.J. and Chicago. In testimony supporting the abandonment petition, EL President G. W. Maxwell said the road is subsidizing passengers on these trains at the rate of $18 each. Between 1967 and the first three months of 1969, said Maxwell, there was a 39% decline in passenger revenues and an 80% drop in mail revenues. As a result, the anticipated deficit from operating the trains will be close to $1.3 million in 1969, compared with a loss of $500,000 in 1968. Use of the "Lake Cities" has declined to the extent that an average of more than 81% of the seats are empty during the runs, said Maxwell. He noted that the trains make 35 station stops during their 977-mile journey.

Railroads get OK for teleprinters on vehicles

Interim rules have been issued by FCC to permit railroads to operate teleprinters via VHF radio links. The rules, which went in Aug. 27, "allow for issuance of regular licenses for tone keyed signals to operate vehicular radioteleprinters. Licensees may elect to transmit voice and printer signals simultaneously in a voice channel or intersperse voice and use the channel solely for the printer signal." Tests were carried out late last year on some railroads whereby written instructions were issued via radio to supervisors working in automobiles equipped with printing telegraph equipment.

"Summertime snow-fighters" at work on Soo

Soo Line isn't waiting until the snow flies to start its snow-fighting program. Grading crews have been put to work on a landscape-revision project in Minnesota, designed to make it less easy for heavy snowfall to block track in deep cuts. For many hours after a storm last February near Wendell, Minn., Soo's Western Division main line was out of business —with snow blown 20 feet deep in some cuts. Graders are being used to slope back the sides of the cuts, in a follow-up to a program that proved successful several years ago in the Dakotas. And, Soo hopes, when winter comes this year, the winds that used to pile snow deep in cuts will actually blow the cuts clear enough that normal passage of trains will finish the snow-removal job.

KarTrak (ACI) installations now total 42

Sylvania Electric Products Inc. reports that it has completed 42 installations of its KarTrak (automatic car identification) system on 13 U.S. and Canadian, three European and one South American railroad. An additional five railroads and two rapid transit lines will receive equipment by Nov. 1. The Sylvania KarTrak system was adopted by the AAR two years ago. Upon its adoption, it was estimated that the system, monitoring more than 1.8 million freight cars, would increase the utilization and efficiency of the nation's freight cars by 10%—the equivalent of an additional 180,000 cars without extra capital investment.

MONDAY MORNING REPORT

INTEREST, ACTION—ON A HOT TOPIC

Mention the word "derailment," couple it with the phrase "hazardous materials," and you spark the interest—for obvious reasons—of virtually every railroad man. Make a report on what a railroad is doing to combat the hazardous-materials/derailment problem, and interest blossoms into action. So it was, with an article published in Railway Age last Feb. 10—"How IC Helps Local Firemen to Help Themselves—and the IC."

IC STORY OF ITS HELP-THE-FIREMEN PROGRAM . . .

The story was a rather straightforward piece, explaining how Illinois Central's fire-prevention engineer, E. R. Schlaf, worked out close relationships with local fire departments along IC lines—how Schlaf attended the volunteers' meetings, how he scheduled talks with them on the general subject of fighting railroad fires and on the specific topic of fire-fighting when hazardous materials are involved.

. . . BRINGS OUTSIDE INQUIRIES, AND AN INSIDE DIRECTIVE

Pretty quickly, after that story appeared, things began to happen. For one, Gene Schlaf started getting inquiries from other roads: What do you cover, he was asked, in your talks with volunteer firemen? What kind of handout material do you have? What kind of audio-visual aids do you use? How can we obtain them, and what do they cost? Schlaf's done his best to share IC's experiences with the roads that have called or written him. At the same time others were making inquiry, IC was moving to strengthen its own programs: Schlaf got instructions to prepare an information-kit and to send it to all fire departments in towns and cities served by Illinois Central. Local reaction came in a hurry: Volunteer firemen, eager to learn, have booked IC's fire-prevention/fire-fighting films for months to come.

ARE RAILROADS SAFETY-CONSCIOUS? YOU BET THEY ARE

From time to time, outsiders (with some axe to grind?) seem to imply that railroads are less-than-properly concerned about safety. Anybody who reads newspapers or watches television knows that the whole question of transportation of hazardous materials is a hot potato, these days. But maybe the doubters can be straightened out. Programs such as those developed by IC should help. And as for Schlaf's experience, specifically? You could call it evidence of the power of the press in stirring interest. But let's just say it's evidence of the power of a good idea—one from which a lot of people can benefit.

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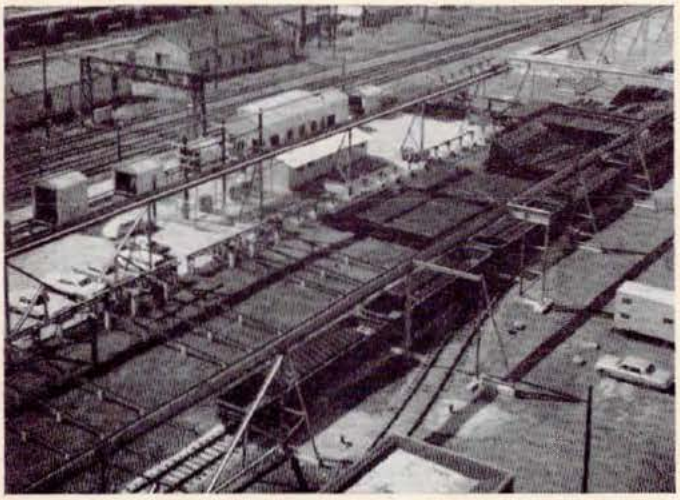

Penn Central's permanent rail welding plant, designed and built by Ramco, produces 200 track miles of rail every year.

Ramco mobile rail welding equipment at work building 30 miles of new track for the city of Chicago.

Circle 6 on coupon page 33

Nordberg announces the new Model B Tie Handler

The new, improved Nordberg Model B Tie Handler brings you the advantages of the original Model A Unit plus a longer-reach, two position fixed boom.

This new Tie Handler Model is designed for application where the telescoping boom of the Model A is not required – distributing new ties ahead of a tie removal gang, for example. In its extended position, the Model B boom can reach 24 feet – its retracted length is 18 feet. Changing the fixed boom position is a simple, one man job quickly accomplished in the field in a few minutes.

As with the Model A Nordberg Tie Handler, the new Model B uses hydraulically-actuated jaws to facilitate placement of new ties as well as discarding old ties.

Both the travel and working speeds of the Nordberg Tie Handler allow the machine to adapt itself to the production rates of other proven Nordberg Tie Gang equipment. Boasting a travel speed of 19 mph maximum, the Tie Handler perfectly complements such units as the Nordberg Tie-Axe and Scarifier-Inserter.

Call or write for new Bulletin 382.

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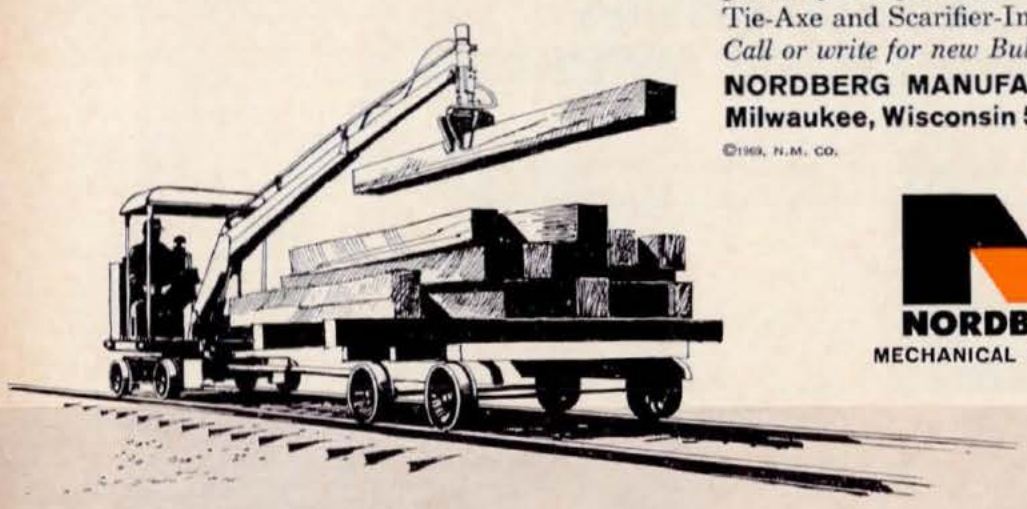

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(Above) Nordberg Model B Tie Handler is ideally suited for tie distribution ahead of tie renewal gang. **(Below)** Fixed boom extends to 24 feet, giving Model B Tie Handler a 48-foot work area.

WEEK AT A GLANCE

MC studies branch-line abandonment

Maine Central confirmed last week that it is studying "the economic benefits which would accrue from partial, or complete" abandonment of five unprofitable branch lines. Under study are the Bingham branch from Anson to Bingham; the Eastport branch from Ayers Junction to Eastport; the Farmington branch from Livermore Falls to Farmington; the Hartland branch from Pittsfield to Hartland; the Skowhegan branch from Waterville to Skowhegan.

Said MC President E. Spencer Miller: "Failure to earn any profit in the first six months of 1969 and now faced with higher taxes and another round of wage increases on a national scale has forced us to inaugurate an intensive search for further economies in our operations. Branch line losses must be stopped if efficient system service is to be provided."

Shippers are being consulted in the studies now going on. The results will determine whether MC petitions the ICC for abandonment in whole or in part.

FRA tests worth of on-train warning devices

Do the warning devices currently used on trains produce enough sights and sounds to adequately alert motorists approaching a grade crossing? The Federal Railroad Administration has awarded a $30,000 contract to Computer Applications, Inc., of New York City, to get that question answered by March 1970. The company will determine the adequate performance level of horns, bells, lights and special paints. Also, the most effective and the most desirable devices that meet the determined performance levels and are available from U.S. or foreign manufacturers will be noted.

Philadelphia moves to acquire 144 new cars for commuters

Philadelphia-area transportation planners have decided to give No. 1 priority to the acquisition of 144 new railroad commuter cars at a total cost of $42 million. The board of Southeastern Pennsylvania Transportation Authority (SEPTA) voted to ask $21 million in federal aid to fund half of the program. The remaining $21 million will be furnished by the Commonwealth of Pennsylvania, the City of Philadelphia, the counties of Bucks, Chester, Delaware and Montgomery and the Penn Central and Reading railroads.

Penn Central will get 130 of the new cars; Reading will get 14.

By approving the car program, the SEPTA board indefinitely shelved another project which previously had top priority—a $62-million center-city tunnel connecting Penn Central and Reading lines. This project, the subject of controversy for a decade, had prevented serious consideration of a major equipment acquisition. The decision of SEPTA in favor of new cars was viewed as a victory for the railroads and a defeat for Philadelphia Mayor James Tate, a long-time tunnel advocate.

Penn Central Chairman Stuart T. Saunders hailed the board's action as "a strong reaffirmation of the concept of public support for vital private rail commuter service in metropolitan areas."

Saunders said the new cars will enable Penn Central to replace its fleet of half-century-old commuter cars:

"They will give us a total of 194 stainless steel, air-conditioned cars."

SEPTA Chairman James C. McConnon called the move "a fine example of regional cooperation, as envisioned by the State Legislature when it created SEPTA, with the city, the counties and the private carriers joining together to attain a vitally essential goal."

McConnon said "agreements in principle" have been reached with the two railroads on $20.5-million program of station improvements and enlarged parking facilities. This would involve federal and local aid, together with real-estate commitments by the railroads.

GUS WELTY

LINES ON LABOR

BLACK MILITANTS are marching, demanding more jobs in the construction trades in Chicago, in Pittsburgh. Other industries are feeling the pressure, from blacks directly and from a raft of government agencies assigned to one aspect or another of equal-employment-opportunity enforcement. And what about the railroads? The rail industry and its unions have their problems. But on the whole, the record is a good one.

HOW MUCH CONTROVERSY is swirling around railroads? Well, the Railroad Committee on Equal Employment Opportunity recently completed a survey of AAR and American Short Line Railroad Association members. Railroads were asked for the number of cases currently in Federal, state or local courts; for the number of complaints pending before the Federal Equal Employment Opportunity Commission and before state or local commissions; for the number of pending investigations by the Post Office Department. The replies were revealing, and perhaps a bit surprising.

ALL MAJOR SYSTEMS were included among the 168 railroads that responded. Only 27—or 16%—reported lawsuits, complaints or investigations in the works. And the biggest batch of cases turned out to be those relating, one way or another, to the railroad seniority system. Government was a party to a number of actions, of course. There were, for instance, four so-called "pattern and practice" suits filed by the Justice Department in Federal courts. But many, many cases involved complaints filed by individuals. Of 108 complaints pending before the Federal EEOC, 101 were of the individual variety.

ONLY CAUTIOUSLY will railroad people generalize. They'll concede that there are several rather sticky situations among the now-active cases. At the same time, they're encouraged by several factors: (1) The industry has done its homework, and knows the importance of taking "affirmative action"; (2) the Railroad Committee on Equal Employment Opportunity has been an active and apparently influential group within the industry: (3) railroads are building a reputation as cooperative citizens, willing to try to work out problems when they do arise; and (4) perhaps reflecting all this, the number of complaints has remained relatively small.

"IT'S TRUE THAT THE INDUSTRY still has a ways to go," one close-to-the-action observer will say. "But, all factors taken into consideration. I'd have to say that railroads are making progress. We're moving ahead."

ICC orders strict observance of AAR car-service rules

Ruling that rails are doing a poor job of supplying freight cars, the Interstate Commerce Commission last week dusted off eight AAR-drafted car-service rules and ordered their strict observance by Class I lines and selected Class II, switching and terminal companies. The order becomes effective at 12:01 a.m., Oct. 3. Until then, rails can petition for a reconsideration.

The order also requires railroads, Oct. 4-31 this year, and throughout October in future years, to supply car data for use in an AAR formula approved by ICC for determining each railroad's equipment needs. By June 30 each year, rails must tell ICC how such data collection has worked out—and what steps have been taken to cure deficiencies revealed by the formula's application.

The ICC order said the shortage problem "results from a combination of inadequate ownership of general purpose-type freight cars by respondents as a group and improper utilization of the available freight car fleet."

The Commission said it has given railroads "every opportunity" to solve the problem by themselves. However, the order said it is the ICC opinion that railroads "offer no realistic alternatives" to Commission intervention. "Reference to respondents' managerial discretion tends to focus on the conclusion that a resolution of the car supply problem will . . . largely depend on affirmative action initiated by this Commission."

Included in the Commission's order are these AAR car service rules:

—Rule One, on return of foreign cars empty at a junction with the home road;

—Rule Two, on return of foreign empty cars not covered in Rule One;

—Rule Six, on home-road demand for return of empties via the junction from which the cars went loaded to a foreign road;

—Rule Seven, on definition of delivery to a connecting road;

—Rule 15, on methods for recording requests for cars to be loaded;

—Rule 16, on conditions for assignment of special cars for exclusive use by shippers;

—Rule 17, on prohibition against holding loaded cars between origin and destination, unless exceptions apply;

—Rule 18, on "reasonable diligence" for prompt placement and removal of cars.

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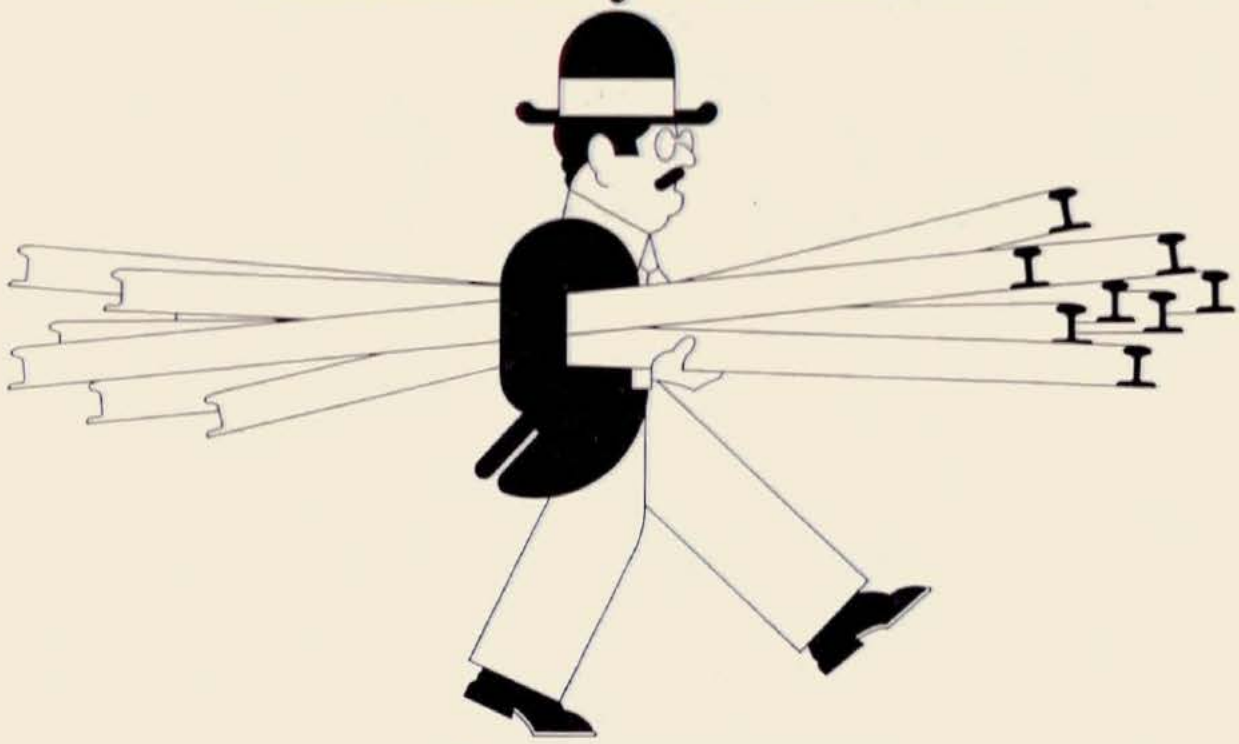

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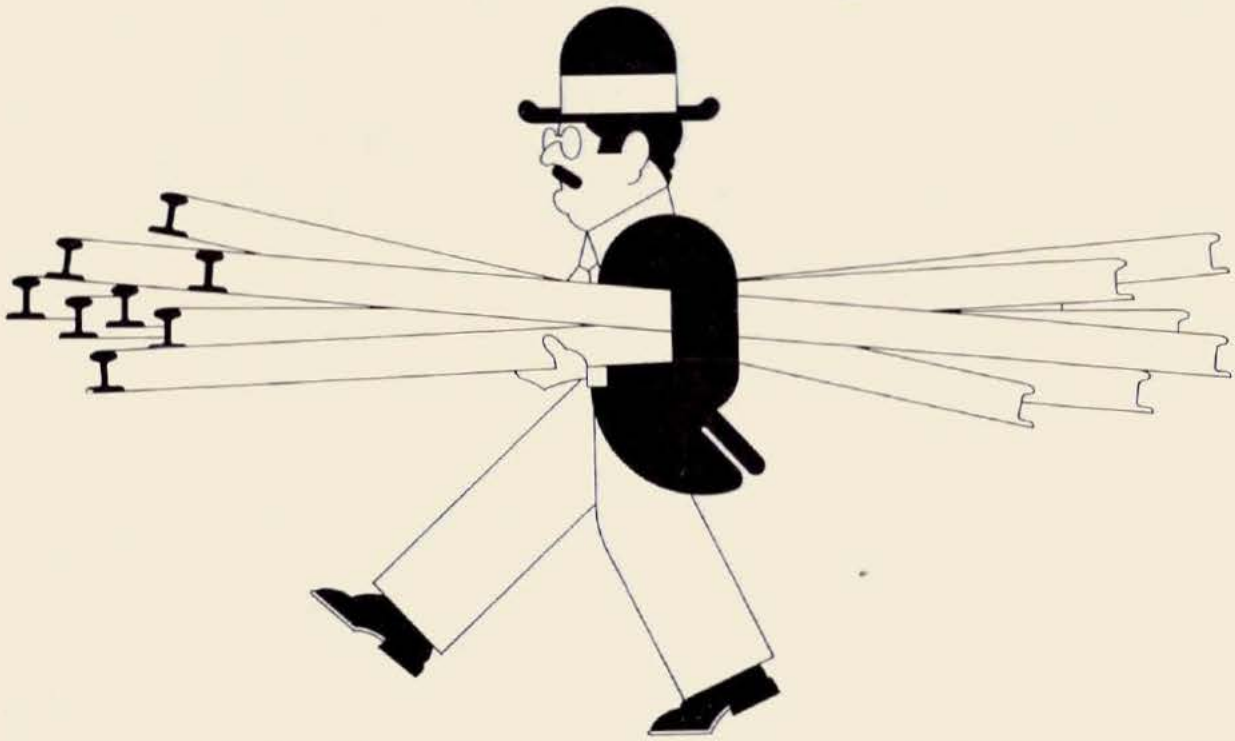

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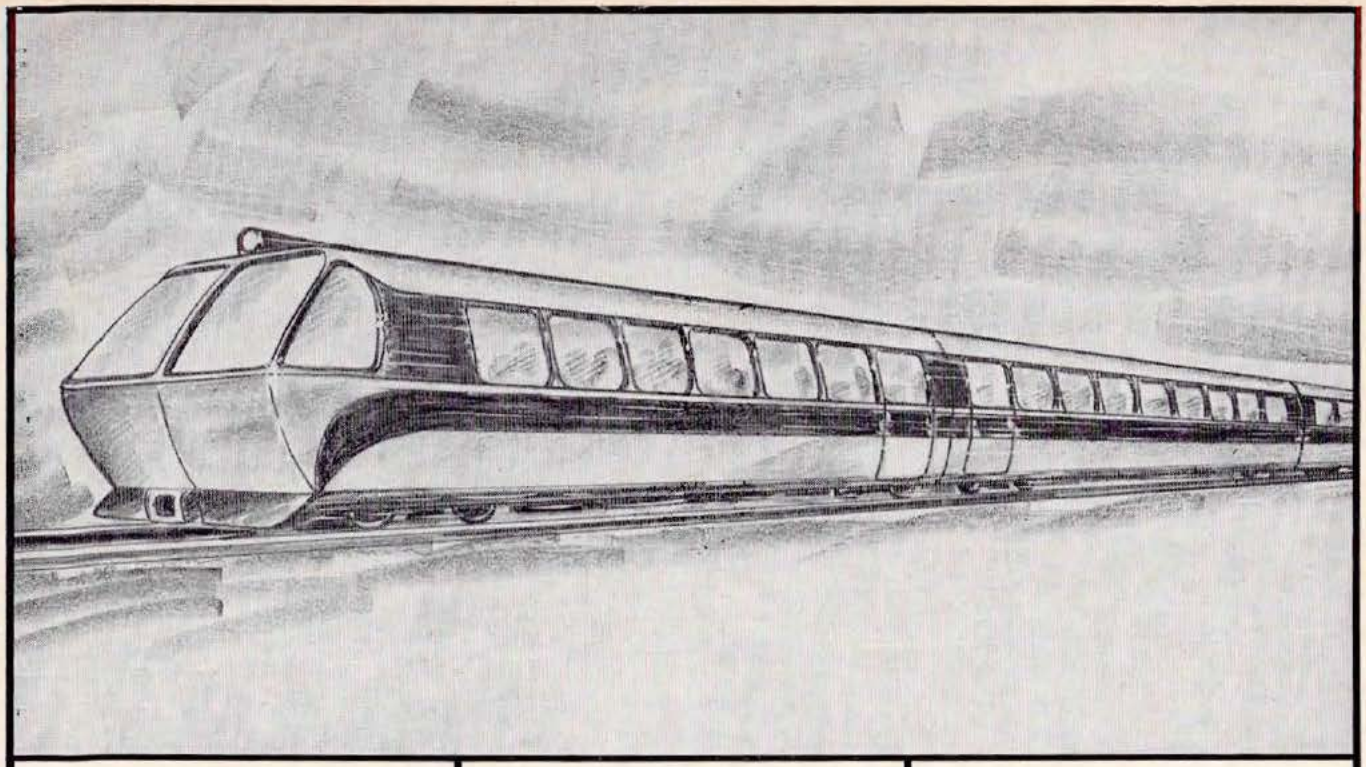

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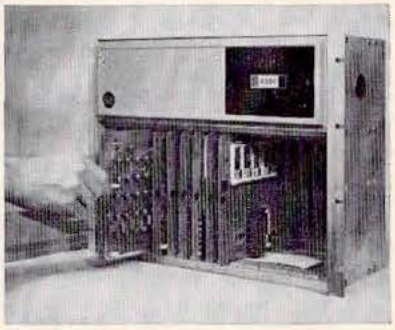

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Circle 11 on coupon page 33

Air pollution: How guilty is transportation?

Environmental-pollution control efforts have had little impact as yet on the transportation industry—but there is an increasing awareness that transportation's time will come: The private automobile is already under fire as a major cause of air pollution, and control experts are starting to look at commercial forms of transport.

It's been suggested that regulatory agencies consider environmental-damage factors as they make and execute transportation policy (RA, Aug. 25, p. 8). It's also been suggested that railroads do less environmental damage than other forms of transport, per unit of output—and a study made by one major company of its own rail and trucking operations bears this out.

The study showed first, to no one's surprise, that the diesel-electric locomotive is more efficient in its use of fuel than the diesel highway tractor. Locomotives burned 5,700 gallons of fuel per million ton-miles produced; for truck operations, the figure was 18,670 gallons. Emission of carbon monoxide was figured to be four times greater for highway (diesel) and up to 40 times greater for highway (gasoline engine) than for rail operation per production unit.

The study also developed these comparisons for other specific pollutants (expressed in pounds of pollutant emission per million ton-miles produced):

	Rail	Truck (diesel)
Hydrocarbons	1,030	3,360
Nitrogen oxides	1,250	4,145
Sulphur oxides	228	747
Organic acids	177	578
Particulates	627	2,055

For this study, the railroad used only road-haul operations for both rail and truck. Local operations were not included.

And the conclusion: "Significantly greater emissions of all pollutants are associated with truck operation."

(The point regarding regulatory-agency consideration of environmental factors was made by Otto H. Zimmerman, Illinois Central's senior vice president-operations. Another major road in western territory did the study indicating significantly higher air-pollution emissions from truck than from rail operations, on a diesel-vs-diesel and roadhaul basis.)

FRANK MALONE

WATCHING WASHINGTON

SOME OLD NAMES WILL MISS the 50th annual meeting of the American Short Line Railroad Association in New York City Sept. 14-16. The proceedings for last year's meeting list 230 members. This year, there'll be approximately 212. Twenty years ago there were 323 members. Says Howard Croft, ASLRA president: "Mergers and abandonment are draining our ranks." The old names, however, aren't Croft's only concern. There are still about 400 U.S. railroads that could use ASLRA, Croft estimates. "I strongly suspect many small railroads don't know what we have to offer," he adds.

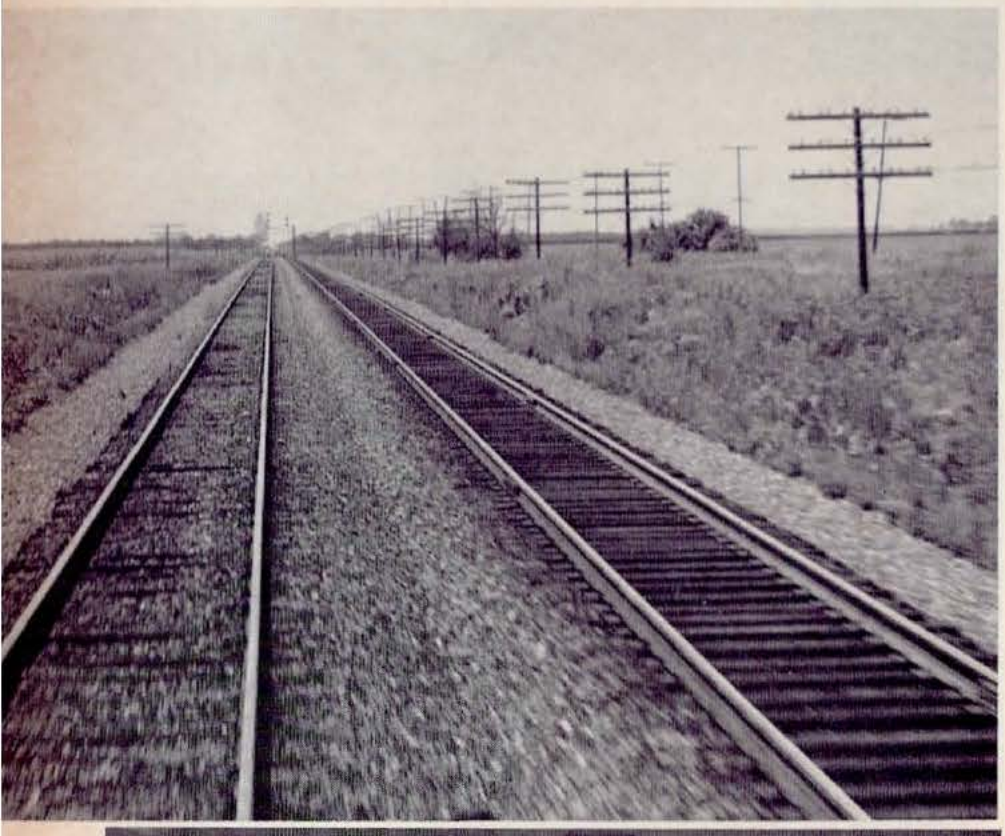
A BARGAIN IN WASHINGTON REPRESENTATION is what Croft means. For as little as $290 annually in some cases, ASLRA is "literally an extension of the company." First, the association provides legal and/or lobby service. Second, ASLRA does a full traffic job for many members. Half the budget goes for traffic work, Croft says. Each day, ASLRA analyzes all U.S. rate proposals and tells members how to adjust. Third, ASLRA is "a mediator between the big guys and the little guys sometimes," Croft says. Fourth, the association is a general practitioner handling tasks that vary from filling a short-line job to drafting operating rules.

THINGS LIKE FAIR INSURANCE RATES come from ASLRA work. Two years ago short lines were paying the same premiums as trunk lines although the liability exposure was different. Croft recognized the burden. He surveyed members for a straight story on their claim experience. Then, "We put our story to the underwriters as a different claim area and got some very sensible consideration."

BARGAINS STILL COST MONEY, however, and financing the ASLRA operation is Croft's strongest headache. So far in 1969 membership loss has meant $17,000 in dues. That's about 6.8% of annual income. "We're making all kinds of budget studies to try to find some lasting form of financial support," Croft says.

AT STAKE IS A GRASS ROOTS OPERATION that the rail industry in general might miss. "When congressmen talk to our members, they talk to votes in their district," Croft says. The legislator looks at a short line and, even though he thinks railroad, he thinks company-within-his-own-area. "Ours is a far more personal approach than the corporate-image posture of AAR," Croft says.

Illinois takes a track-level



TRACK INSPECTION IN ILLINOIS—From its position in the observation parlor of a business car, the Illinois Commerce Commission inspection team (above), kept its eyes on the N&W's St. Louis-Chicago main track throughout the day.

Railroads in Illinois are going through an unprecedented experience—a statewide inspection of properties and practices by representatives of the Illinois Commerce Commission.

What's the story behind this development? How did it all come about? Who's making the inspections, and what are the inspectors looking for? What action, if any, may result from the Commission's program?

To get the answers, Railway Age Engineering Editor Merwin H. Dick took a two-phase approach. He talked with James A. Parker, chief railroad engineer of the Illinois regulatory agency. And he rode with the inspectors on a recent inquiry-trip, this one over Norfolk & Western between St. Louis and Chicago. This is his report.

Q. Mr. Parker, what led to the Illinois Commerce Commission's decision to make this series of railroad inspections?

A. In September 1968, the commission entered a citation against the major railroads in Illinois—25 in number—in which it required the railroads to appear at formal hearings and give, through various of their employees, testimony regarding the condition and maintenance of equipment, track, roadway and other facilities, as they would affect safety of operation. Hearings have been held involving a number of railroads, each one taken separately. During these proceedings, it came to the attention of the commission that serious accidents had occurred in other states—train derailments in which cars loaded with dangerous materials exploded and burned, causing widespread damage and injury and even loss of lives. Because of these occurrences, the commissioners decided that an inspection of the trackage of each railroad in Illinois and an investigation into its operating practices should be made. An interim order was issued April 24 which required that an inspection be made—covering track and roadway and methods of operation and maintenance—on each railroad. Inspections were to be made jointly by representatives of the railroads, en-

look at its railroads

gineers of the Illinois Commerce Commission and a firm of consultants employed by the commission to review the testimony of, and to cross-examine, witnesses for the railroads in the citation case.

Q. Who goes along on inspections, besides representatives of the commission?

A. In each inspection so far, there have been representatives of the railroad's engineering, mechanical and operating departments. Of course, our office has participated, and in one instance three of the commissioners participated to familiarize themselves with the way in which the inspections were being carried out.

Q. How are the inspections made?

A. At various times, inspection teams have used automobiles equipped to operate on-track. Teams have ridden in business cars and, in one instance, at the rear end of a passenger train. We haven't used track motor cars yet, but I think we will before the inspections are completed.

Q. Have you made inspections from cabooses or locomotives?

A. Yes, in two instances cabooses were used. And in some cases, members of the inspecting team rode in locomotive cabs, in both freight and passenger service.

Q. Are walking inspections made?

A. Walking inspections have been made in a number of instances. These have been made generally at particular points where, after riding over the track, the team felt that a closer inspection was required.

Q. In these inspections, what do you look for?

A. Any track defects, rough track, the condition of the ties, ballast and roadbed, and the way brush and weeds are controlled. We look for muddy spots in track. We look for poor or defective switch points and frogs and we check the special trackwork to see how it's being maintained. In addition, as I indicated, representatives of the road's mechanical and operating departments accompany the team. The commission investigators go over with them the way equipment inspections are made, where they are made and, possibly, how far equipment may be operated from an interchange point before a thorough inspection is made. They check to see if there are interchange points where perhaps no inspection is made, or where it is made by the train crews themselves. Of course, the thoroughness of the inspection is also discussed.

CHIEF RAILROAD ENGINEER JAMES A. PARKER: "I hope by the time the inspections are complete we will have sufficient information to compare the quality of maintenance and the quality of track on the various railroads."

Q. What operating practices are inspected or examined?

A. In addition to train and equipment inspections, we're very much interested in what railroads are doing to detect hotboxes, dragging equipment, loose wheels and so forth. We are looking at each railroad's plan for the installation of such detection facilities. I might say there is now quite a wide variation among the roads we have inspected in the number of these devices now in service. But most of the railroads are quite interested in this and, so far as we've been able to tell, most of them are quite enthusiastic about the results they are getting from such equipment already in service. Many are planning more installations. When you talk about detectors, we're interested, too, in rail-defect detectors—Sperry cars or similar devices.

Q. Do you use specific criteria in rating the condition of track, or is it a matter of personal judgment?

A. We're using no criteria; so far, it's just a matter of the personal judgment of various experienced members of the team. I hope by the time the inspections are completed we will have sufficient information to establish some sort of standard for comparing quality of maintenance and quality of track on the various railroads.

Q. How are you progressing with inspections?

A. First, we went over the entire Elgin, Joliet & Eastern system, including all of its main tracks and yards. We have been over the main line of Santa Fe and also over its principal yards at Chicago. We have been over several of the main lines of Illinois Central, although there is quite a bit of IC yet to be inspected. We have inspected the main tracks and yards of Soo Line. We've been over the entire Norfolk & Western in Illinois, which is quite a lot of railroad since the merger of Wabash and Nickel Plate into N&W. There's still some inspection work to be done in the yards. We have been over Chicago & North Western main lines and some branch lines. We've also inspected C&NW's Proviso Yard. We've gone over the Louisville & Nashville line from St. Louis east across the state. We've been over the two main lines of Penn Central extending east from St. Louis to Terre Haute, Ind., but there is still work to do on PC —there is track in northern Illinois

and a line in southern Illinois yet to be inspected.

Q. Presumably, you give priority to major routes in scheduling inspections. To what extent are you also inspecting branch-line track?

A. That depends a good deal on the importance of the branch line. Some branch lines carry a substantial volume of traffic. Others have only two or three trains a week. On these, at least for the time being, I think we would not do much more than make spot checks to see how the track is being maintained. It might also depend to some extent on the number of cars moved over a line with ladings of dangerous material. If there are none, probably the inspection would not be quite as thorough as it would otherwise be.

Q. How much track has to be inspected, under the commission program?

A. I don't have an exact figure, but I would judge that, all told, it's in the neighborhood of 30,000 miles.

Q. Do you have a target date?

A. Not as yet. We expect that the work will carry over well into 1970.

Q. On the basis of observations thus far, have you come to a conclusion regarding the general condition of the track inspected?

A. No, we have not. So far, reports of the inspection team have been primarily concerned with localized deficiencies that were felt to need attention.

Q. When you complete inspection of track and other facilities of a railroad, what's the next step?

A. The next step is a report to the commission. If there are recommendations in the report, a member of the team who participated in the inspection will testify at one of the hearings involving the railroad to which the recommendations relate. If recommendations are made requiring work and expenditure by the railroad, the company would be given an opportunity to cross-examine the witness and to present rebutting testimony.

Q. Has there been an instance where action has been taken as a result of the inspection program?

A. One, so far. The commission entered an interim order requiring a particular railroad to follow certain recommendations made by the inspection team, and until the work involved was completed, a speed restriction was imposed. It's contemplated by the order that there will be another inspection made after the railroad reports that the work has been accomplished. Presumably, after that the speed restriction will be lifted.

Q. Do you contemplate that in any case the commission will isue orders requiring the upgrading of lines—or will the orders be confined to the correction of local situations?

A. So far, there have been no recommendations that the commission enter orders requiring the upgrading of entire lines. However, in one case a recommendation was made to the effect that a railroad give consideration to upgrading a line by providing heavier rail as soon as possible. But there was no thought that such an order would be issued. The thinking was that the railroad should give serious consideration to doing the work because if the line were not upgraded it was felt that maintenance would become quite a problem.

Q. Have railroads shown a generally cooperative attitude in making these inspections?

A. We have felt they have been very cooperative, and I think that's only natural. The railroads certainly are just as interested as the commission is in seeing that their trains are operated safely and that they avoid expensive accidents which may result in personal injuries and even loss of lives.

Q. Have any other states begun similar inspection programs?

A. I don't know of another state which has done that, although there are two states which I know are looking into the derailment problem. They have become quite concerned also. And I think there has been a general concern on a national basis.

A CASE HISTORY

How the inspection worked on the N&W

It was Norfolk & Western's turn for inspection by the Illinois Commerce Commission. Over a five-day period in August, an inspection team was to look at almost all of N&W's 1,061 miles of main-line track in the state. It all started on a Monday morning in St. Louis, as train No. 124—the "Blue Bird"—pulled out of Union Station with its regular consist, plus two N&W business cars coupled onto the rear end. On board were N&W officers from the operating, mechanical, engineering and law departments—and an Illinois Commerce Commission inspection team.

At first, as the train moved out of St. Louis over the Terminal Railroad Association of St. Louis, it was an informal group that had gathered in the observation parlor of Car 200. Then, as the "Blue Bird" moved onto N&W track at Granite City, Ill., the inspectors moved into the rear seats in the car, with N&W personnel close at hand to answer questions.

● **Questions start coming.** As the train headed north through Illinois, questions and comments came at a fast pace. The inspectors had track charts, which made possible a pinpointing by milepost of such features as section of rail and year laid, type of ballast, location of crossings and bridges and grades and curvature. The inspectors took notes, and they talked their observations into a tape recorder. Typical questions put to N&W people:

"When was this section last surfaced?"

"Is this slag or crushed-stone ballast?"

"What's the annual tonnage over this line?"

"Does your normal ballast section start sloping from the ends of the ties?"

(Continued on page 29)

IN THIS SECTION

CONVENTION PROGRAMS AND EXHIBIT GUIDE

Railroaders arriving in Chicago to attend the Roadmasters' or Bridge & Building conventions, and to inspect the REMSA show at the International Amphitheatre, will find themselves confronted with numerous questions. What's going on at the convention hotel, the Conrad Hilton, at any given time? Is one feature more interesting than another that's taking place simultaneously elsewhere? Where and when is a particular AREA committee meeting being held? Is XYZ Company exhibiting at the Amphitheatre, and, if so, where? What other companies are exhibiting?

The material to be found on the following pages is designed to provide answers to these and many other questions. It includes, first, detailed programs of the conventions and a list of AREA committee meetings including the location and time of each. Then there is a complete list of the exhibitors with their locations indicated by booth numbers keyed to a diagram of the exhibit hall.

And if any questions come up that are not answered in these pages the information no doubt can be had simply by making inquiry at the Simmons-Boardman booth which will be found conveniently located in the registration area at the Amphitheatre. All registration will take place there.

CONVENTION PROGRAMS ▸ ▸ What, when,

Giving complete details about annual meetings at Conrad Hilton

Joint sessions

(Williford Room)

Tuesday morning, September 9

9:30 am—Invocation by Dr. Kenneth Hildebrand, pastor, Central Church
Welcome by Presidents of Roadmasters' and Bridge & Building Associations
Greetings from E. Q. Johnson, vice president, American Railway Engineering Association
Greetings from C. E. Godfrey, president, Railway Engineering-Maintenance Suppliers Association
Remarks by Floyd Johnson, first vice president, REMSA

10:00 am—Address by L. S. Provo, president, Chicago & North Western

10:30 am—Address on "The Role of Research in Track Safety," by Kenneth L. Lawson, senior engineer, Office of High-Speed Ground Transportation, Department of Transportation

11:00 am—Announcements and adjourn to separate sessions

Wednesday morning

9:30 am—Opening remarks by President C. T. Popma, Roadmasters' Association

9:35 am—Recognition of past presidents of both associations by W. J. Jones, engineer maintenance of way & structures, Southern Pacific, and J. W. DeValle, chief engineer bridges, Southern

9:55 am—Address by A. E. Perlman, president, Penn Central

10:25 am—Announcements and adjourn to separate sessions

Wednesday evening

International Ballroom (Informal)

7:00 pm (doors open at 6:30)—Annual Banquet of the Roadmasters' and Bridge & Building Associations—sponsored by the Railway Engineering-Maintenance Suppliers Association. Tickets issued only to paid-up members of the two associations and their wives.

Roadmasters' sessions

(Williford Room)

Tuesday morning

11:15 am—Report of Special Committee No. 1—Modern Maintenance Organization, J. F. Lynch, Jr., chairman (assistant engineer maintenance of way and structures, Southern Pacific, San Francisco, Calif.)—Illus. with slides

Tuesday afternoon

(Free for inspection of exhibits)

Wednesday morning

10:30 am—Address by President C. T. Popma

10:50 am—Report of Special Committee No. 3—Electronic Data Processing—Its Affect on Foremen, Roadmasters and Other Engineering Officers, R. O. Nutt, chairman (district engineer, Santa Fe, Los Angeles, Calif.)—Illus. with slides
Moving picture—"Overcoming Resistance to Change"

11:30 am—Report of Standing Committee No. 1—Machinery—Are We 100% Mechanized?, D. D. Daniels, chairman (supervisor work equipment, Union Pacific, Pocatello, Ida.)

Wednesday afternoon

(Free for inspection of exhibits)

Thursday morning

(Waldorf Room)

9:30 am—Report of Standing Committee No. 2—Track—Construction and Maintenance of Road Crossings, R. E. Dennis, chairman (general maintenance of way inspector, Canadian National, Winnipeg, Man.)

10:00 am—Report of Special Committee No. 2—The Importance of Precision Maintenance, W. J. Drunsic, chairman (assistant division engineer, Penn Central, New York)

10:50 am—Business session

Directory of AREA committee meetings to be held during convention week

As shown by this tabulation a total of 13 standing committees of the American Railway Engineering Association have scheduled meetings to be held at various times during the annual conventions of the Roadmaster's and Bridge & Building Associations. The AREA Nominating Committee will also hold a meeting during the same period. All the meetings will be held at the Conrad Hilton Hotel, Chicago.

Committee	Date	Time	Room
Nominating	9-8	11:00 am-5:00 pm	412
Roadway & Ballast	9-8	9:00 am-5:00 pm	418
Track			
Subcommittee No. 5	9-9	9:00 am-5:00 pm	412
General Committee	9-10	1:00 pm-5:00 pm	Bel Air
Buildings	9-10	9:30 am-5:00 pm	415
Highways	9-10	9:30 am-4:30 pm	PDR 9
Engineering & Valuation Records	9-10	9:00 am-5:00 pm	414
	9-11	9:00 am-Noon	414
Contract Forms	9-10	9:00 am-4:30 pm	412
	9-11	9:00 am-4:30 pm	412
Economics of Ry. Labor	9-9	2:00 pm-5:00 pm	PDR 3
Waterways & Harbors	9-10	1:30 pm-5:00 pm	413
M of W Work Equipment	9-8	1:00 pm-5:00 pm	415
	9-9	1:00 pm-5:00 pm	415
Clearances	9-9	1:00 pm-5:00 pm	414
Continuous Welded Rail	9-8	10:00 am-3:00 pm	414
Yards & Terminals	9-10	8:30 am-12:00 noon	PDR 4
	9-11	8:30 am-4:30 pm	418
	9-11	Noon-2:00 pm (luncheon)	419
Impact & Bridge Stresses Subcommittee No. 4	9-9	1:00 pm-5:00 pm	413
	9-9	1:00 pm-5:00 pm	413

where during Roadmasters' and B&B meetings

Hotel, Chicago, Sept. 9-11

Bridge & Building Sessions

(Beverly Room)

Tuesday morning

11:05 am—Address by President W. E. Armstrong
11:20 am—Report of Special Committee No. 2—Prefabricated Panels for Bridge Renewals—Practicality and Economics, L. C. Harris, chairman (assistant engineer, Santa Fe, Amarillo, Tex.). Illustrated with slides

Tuesday afternoon

(Free for inspection of exhibits)

Wednesday morning

10:30 am—Report of Special Committee No. 3—Communication Between Management, Supervisors and Men, J. C. Hobbs, chairman (engineer track and structures, Richmond, Fredericksburg & Potomac, Richmond, Va.)
Color moving picture—"Listen Please," to be introduced by C. G. Kersey, director personnel development, Chicago, Burlington & Quincy
11:45 am—Report of Special Committee No. 1—Concrete Trestle Ties—Their Manufacture and Installation, A. C. Jones, chairman (process engineer-structures, Southern, Atlanta, Ga.)—Color moving picture
12:30 am—Adjourn

Wednesday afternoon

(Free for inspection of exhibits)

Thursday morning

9:00 am—Business session
9:30 am—Report of Standing Committee No. 1—New Materials, G. N. Sells, chairman (general foreman B&B and WS, Santa Fe, Amarillo, Tex.)
Moving picture—"The Wood that Could", preceded by remarks by M. J. Rhude, director of timber engineering, Koppers Co.

C. T. Popma
President
Roadmaster's Association

W. E. Armtsrong
President
B&B Association

IMPORTANT

The registration desk for the Roadmasters' and B&B meetings will be located inside the main entrance of the exhibit hall at the International Amphitheatre. Also, tickets for the banquet will be available only at that location.

10:20 am—Special feature—"Inspection of Masonry Structures and Steel Bridges,"
Introduction—J. W. DeValle, chief engineer bridges, Southern System, Atlanta, Ga.
Masonry structures—E. E. Runde, assistant to engineer bridges, Illinois Central, Chicago—Ill. with slides
Steel bridges—T. A. Reynolds, assistant division engineer, Penn Central, Boston, Mass.—Ill. with slides
11:05 am—Report of Standing Committee No. 2—Tools and Equipment, J. W. Chambers, chairman (bridge construction engineer, Missouri Pacific, St. Louis, Mo.)—Ill. with slides
11:00 am—Election and installation of officers
Adjourn

By **Charles E. Godfrey**
President, REMSA

REMSA's president urges attendance at exhibit

Welcome to all of you attending the annual conventions of the Roadmasters' and Bridge & Building Associations.

I bring you greetings from the membership of the Railway Engineering-Maintenance Suppliers Association.

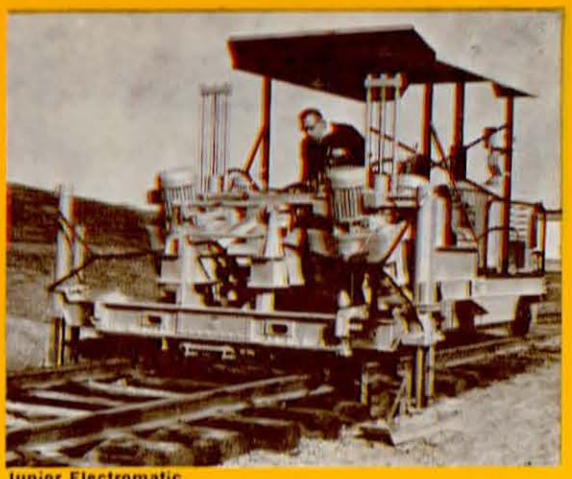
Our association and its predecessors since 1910 have sought the greatest advancement in efficiency, safety, maintenance and operation of the American railroads.

This year, to coincide with your meetings, we have arranged for an outstanding exhibit at the International Amphitheatre of the latest products and services available to you from our members for building and maintenance of your track and structures.

Exhibiting companies have staffed their displays with interested and knowledgeable representatives who are anxious to help solve your maintenance and engineering problems. It behooves you to take advantage of this unusual opportunity.

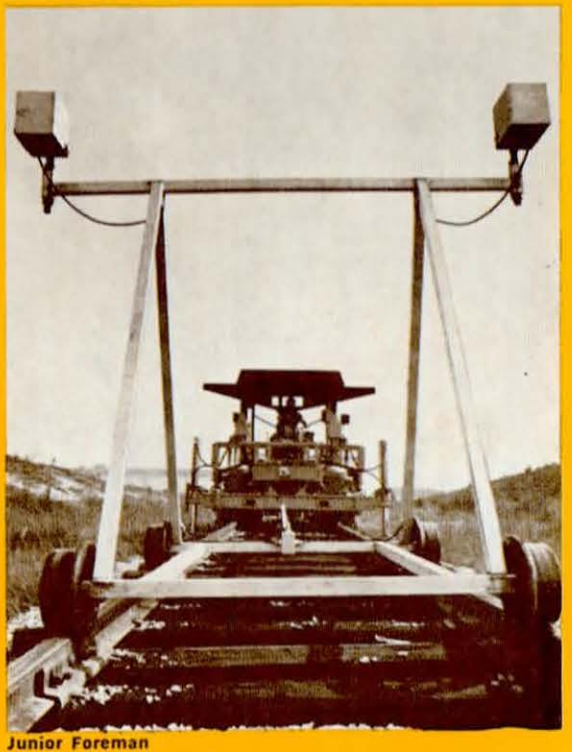
The annual banquet REMSA is sponsoring will be held in the International Ballroom of the Conrad Hilton Wednesday evening, September 10. Do plan to attend.

Our best wishes to both the Roadmasters' and the Bridge & Building Associations for a successful convention.



Junior Electromatic

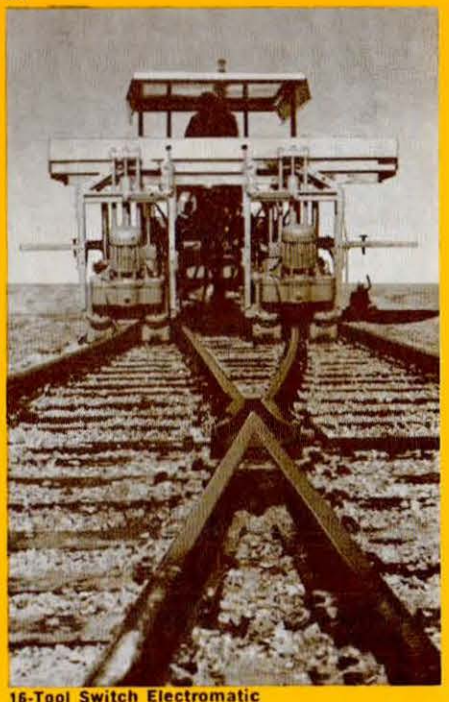
Heavy-Duty Brush Cutter



Junior Foreman

Ballast Equalizer

Autojack Electromatic Autoliner



16-Tool Switch Electromatic

The world's most advanced track maintenance equipment. From Tamper.

Tamper designs and manufactures a complete line of railway track maintenance equipment. It's all backed by specialized after-sales service. And it's all designed for automatic, simple operation. For instance:

Autojack Electromatic Autoliner

It requires only one man to lift, level, line and tamp 1350 feet of track an hour under normal working conditions. This powerful, high speed, heavy-duty, completely automatic precision tamper maintains most of North America's main-line track. Precise control of lift on both rails using infrared beams for leveling (Delta System). Automatic cross leveling within 1/16". Lining takes place simultaneously and automatically with leveling and tamping. Automatic, continuous operation for tangent, transition and curve track. Needs no plotting of transitions or curves, because machine computes as it runs for best transition. Automatic cycle assures uniform results. Simple and inexpensive maintenance. Skin lifts to 6-inch lifts made with equal efficiency.

16-Tool Switch Electromatic

It tamps the complete switch, turnout, crossover or ladder track with production tamper speed and pattern, with only one operator. Workheads designed to move laterally, independently or simultaneously. Doubles as a production tamper—for smoothing and spotting—and as the second machine in a tandem operation. Can be equipped with optional jacks, cross level indicator, remote control, Junior Foreman and swivel deck frame.

Junior Foreman

The most recent attachment to the Junior or Switch Electromatic Tampers incorporates an infrared light beam referencing system for surfacing and lining. With the Junior Foreman, these machines become one-man operations for surfacing out of face, for smoothing and spotting and joint peaking. Inexpensive and economical operation, simple machine maintenance, highest accuracy.

Junior Electromatic

The Junior is a heavy-duty, 16-tool, compact, precision utility tamper with power to do the job. Handles the toughest jobs of spot surfacing and between cycle maintenance. Designed for work behind tie gangs, on branch lines, out-of-face work on secondary lines and as an economical second machine in a tandem tamping program. Can be equipped with optional jacks, cross level indicator, sighting, remote control and Junior Foreman.

Heavy-Duty Brush Cutter

The Kal-Trac features on-off track design with hydraulically operated Hi-Rail wheels. Heavy-duty cutter clears right-of-way growth up to 12" diameter trees. Cutters operate simultaneously or one side at a time, each making a 7-foot wide cut in either direction. Clears a swath 50 feet wide (25 feet from center line of track). Tamper Brush Cutters are available in various configurations and are suitable for mounting on many types of equipment.

Ballast Equalizer

The Model BE-17 features split plow and track sweeper. The large capacity side dressing attachment dresses shoulder material in either direction and incorporates tie end plow, rooter and scarifying teeth. Front directional plow can plow material out of or into the track area or transfer from one side of the track to the other. GM Diesel powered, four-wheel enclosed drive, power shift torqmatic transmission with inching control in all ranges. Rotary snow auger available.

There's much more of the Tamper line. And our equipment is now available for surfacing and lining contracts. Complete information is available on request.

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Plant, Sales & Service—Tamper (Australia) Pty. Ltd., 18 Earl St., Airport West, Melbourne, Victoria 3042 Australia

MEMBER RPI

GUIDE TO THE REMSA EXHIBIT

WHO—Member companies of the Railway Engineering-Maintenance Suppliers Association

WHERE—International Amphitheatre, Chicago

WHEN—September 8, 9, 10 and 11. Open 8:30 am to 5:00 pm each day except September 11 when exhibit will close at 1:00 pm

TRANSPORTATION—Free bus service at regular intervals between the Conrad Hilton Hotel and the exhibit hall, beginning at 8:00 am

COMPANY	BOOTH
ABEX Corp.	326
Aeroquip Corp.	104
Amchem Products, Inc.	421
American Hoist & Derrick Co.	437
Bantam Division Koehring Co.	314
Bogle, R. H. Co.	211
CF&I Steel Corp.	226
Caterpillar Tractor Co.	528
Chicago Railway Equipment Division Evans Products Co.	646
Dearborn Chemical Division, W. R. Grace & Co.	648
du Pont, E. I. de Nemours & Co.	213
Duval Chemical Toilets, Inc.	334
Fairmont Railway Motors, Inc.	228
Geigy Agricultural Chemicals	324
Goodyear Tire & Rubber Co., The	115
Hayes Track Appliance Co.	441
Holmes, Ernest Co.	322
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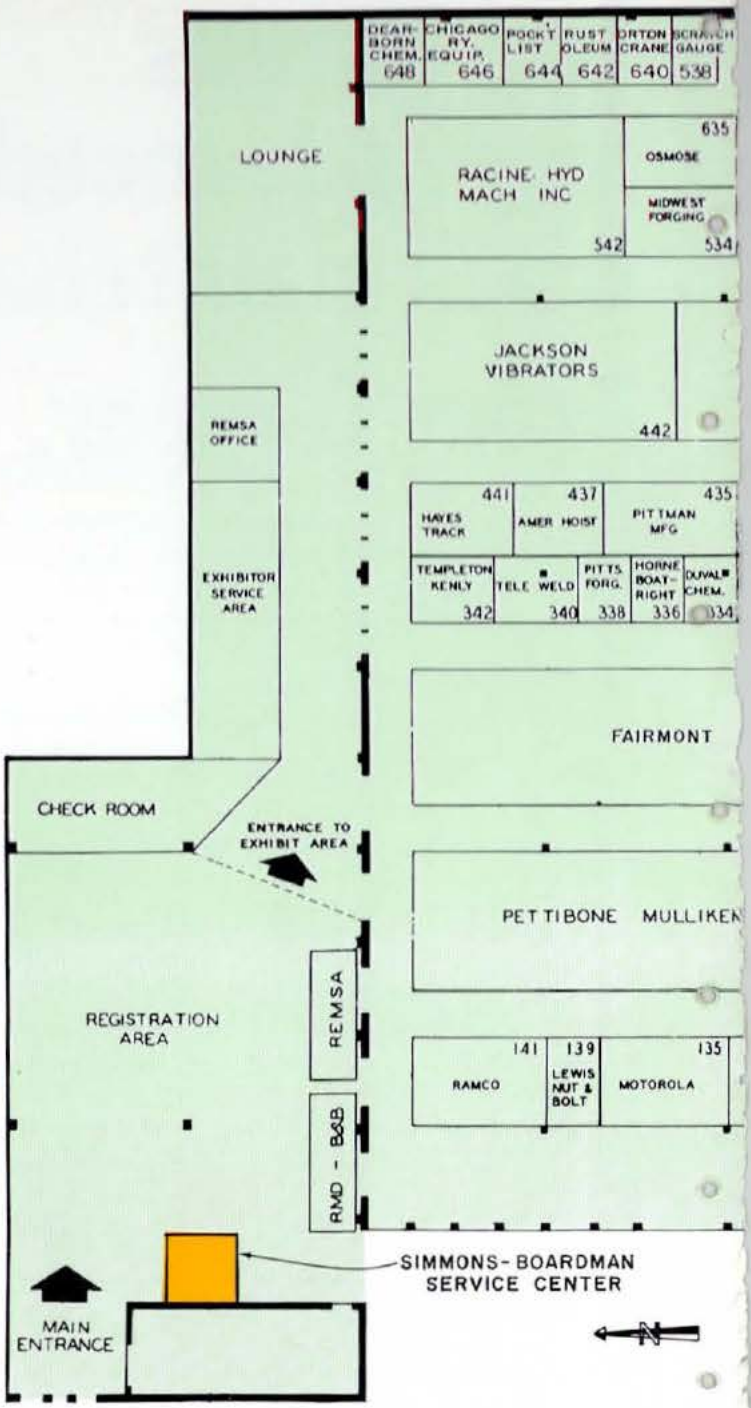

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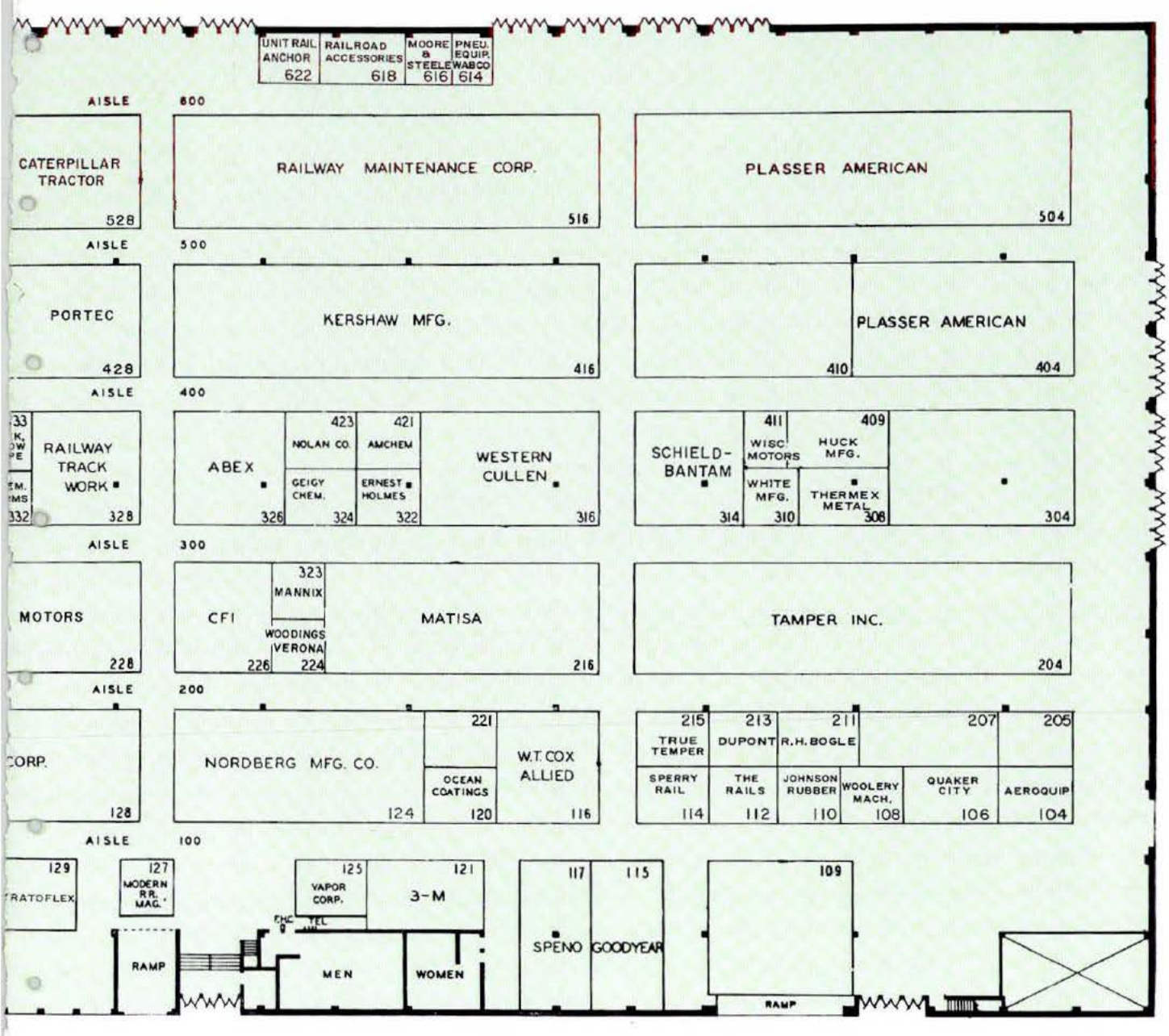

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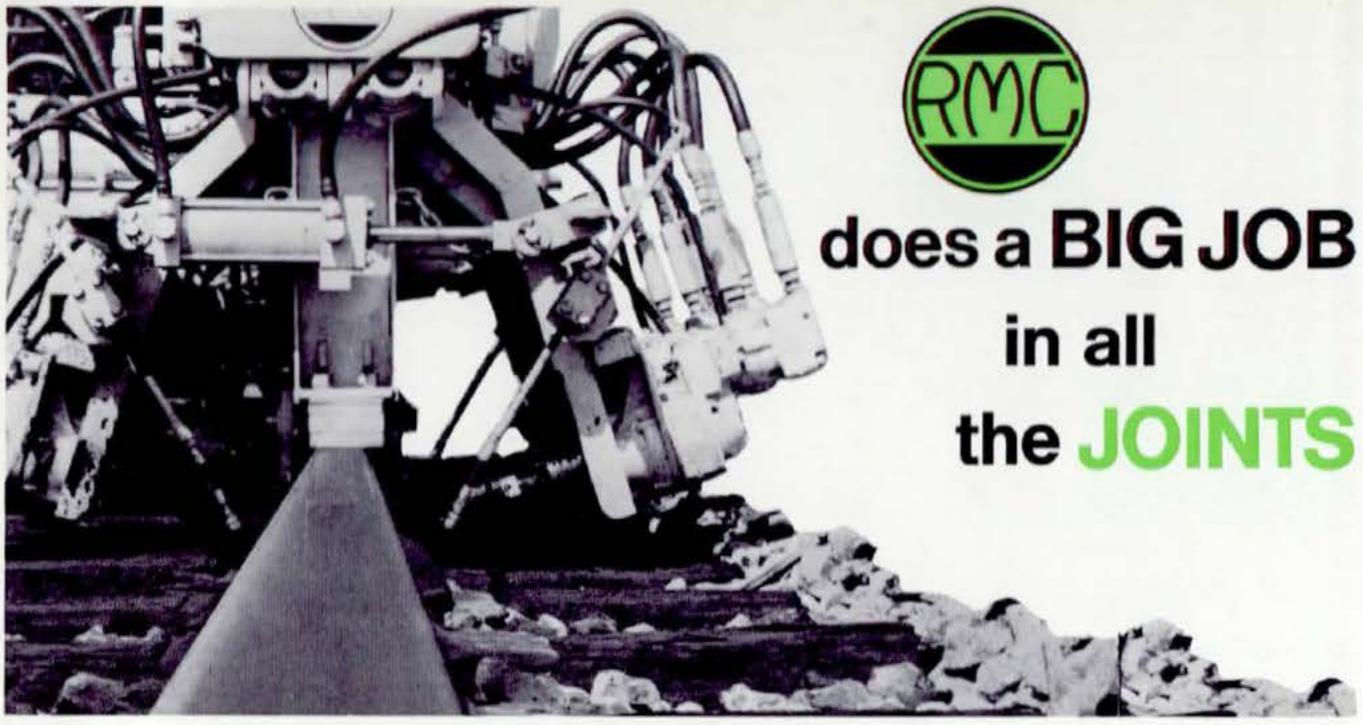
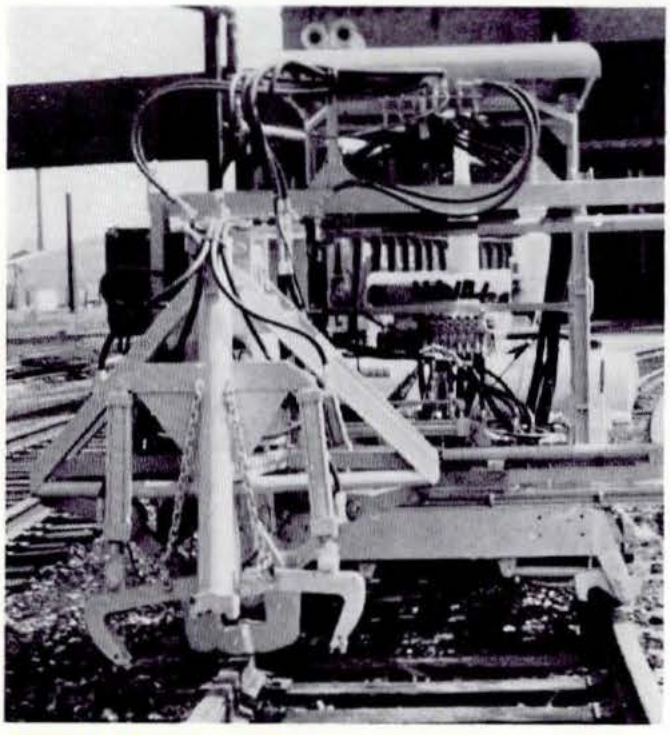
Railway Age
Railway Track and Structures



RMC does a BIG JOB in all the JOINTS

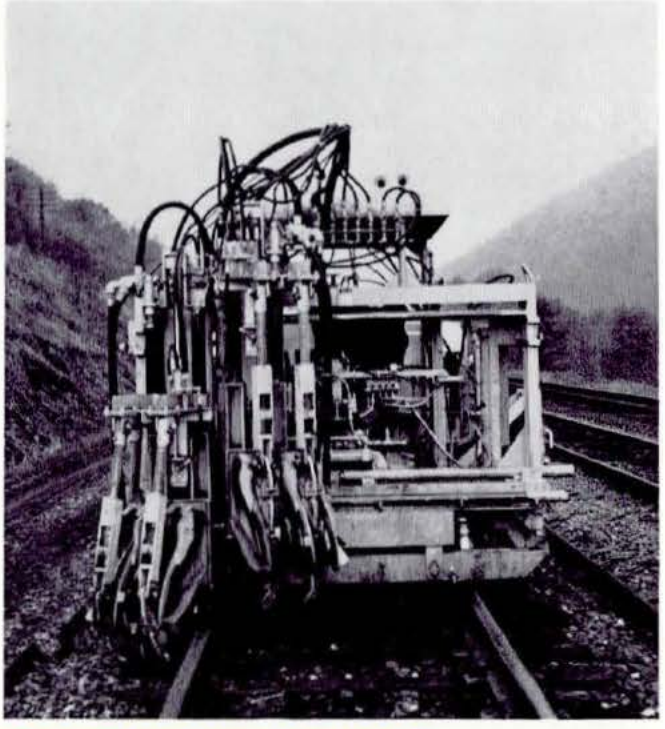
TIGHTEN OR LOOSEN JOINTS

RMC BoltMaster tightens or loosens all bolts at a joint, using 6- or 4-chuck head. A Joint Straightener attachment can be interchanged with the BoltMaster head to broaden the machine's utility. Optional oiling device also can be furnished.



STRAIGHTEN RAILS

RMC Joint Straightener, shown here with optional cribbing attachment, straightens rails and restores camber to joint bars by vertical cold bending—using carefully directed hydraulic pressure. Effectively operated by one man.



SPOT TAMP WITH 8 TOOLS

RMC/McWilliams 8-Tool Spot Tamper features a head which traverses from rail to rail. Illustrated here with split head for tamping 100% of a switch. Optional equipment includes joint surfacing device, ballast dressing wings and hydraulically-operated hand tools.

MEMBER RPI RAILWAY PROGRESS INSTITUTE

RAILWAY MAINTENANCE CORPORATION

Box 1888, Pittsburgh, Pa. 15230

Machines also built in West Germany, Australia and Canada.

N&W GETS COMPLIMENTS—AS WELL AS QUESTIONS

(Continued from page 20)

"Who maintains that crossing?" (This, after the train had passed over a crossing at grade with another railroad, and experienced a jolt.)

"Are you going to do a skinlift through here?"

"How often do you check this rail with a Sperry detector car?"

"Is that a regular maintenance gang?"

"Is this automatic block or CTC territory?"

"What are those white spots on the ties?" (The spots, N&W people explained, identify ties slated for renewal next year on N&W's tie renewal cycle of five-to-seven-years).

"Do you resurface track following tie renewals?" (Yes, N&W engineers replied, and two times in between.)

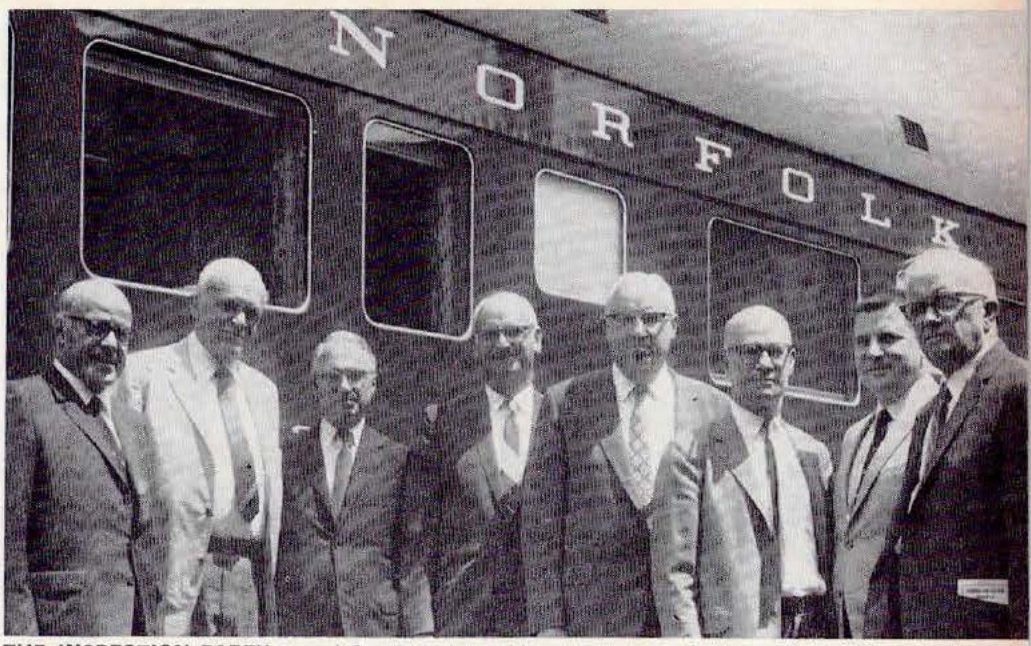
● **"Well done."** Compliments came along with the questions—such observations as "These shoulders are nice," or "You've got a very clean road," or "That's a nice tangent," or "These street crossings are in good shape." At one point, one inspector referred to N&W sidings as "unusually clean." At another point, while the "Blue Bird" was gliding smoothly over a stretch of welded rail, the Commission's chief railroad engineer, James A. Parker, summed it up: "This welded rail, I like."

This inspection was one of a series being conducted in compliance with an interim order issued by the Illinois regulatory agency last April. The commission had become "increasingly concerned about the seriousness of derailments of railroad cars carrying dangerous commodities . . . as a cargo or part of a cargo."

And so, the state inspection team set out from St. Louis that August morning, on Business Cars 200 and 105, the former assigned to the road's Western Region general manager, the latter assigned to the chief engineer. At different times during the week-long inspection, the cars would be attached to passenger trains or regularly scheduled freight trains; at times they would be operated in a special train.

● **The cast:** On board for that initial trip over N&W were four Illinois Commission representatives—Chief Railroad Engineer Parker; Harry Stern, assistant chief railroad engineer; J. H. M. Clinch, an attorney acting as staff consultant; and Harold Mason, consultant for the ICC who was attached to Clinch's staff. (Mason served for a number of years as chief engineer and later as president of the now-abandoned Chicago North Shore & Milwaukee.)

Stern and Mason had been given the assignment of inspecting all railroads operating in the state and they were to remain with the party throughout the week; Parker and Clinch were along for the first day's inspection.



THE INSPECTION PARTY posed for this view while a diner was being switched into the Blue Bird at Decatur. Left to right—John T. Hiner, assistant chief engineer-maintenance, N&W; James A. Parker, chief railroad engineer, Illinois Commerce Commission; J. H. M. Clinch, attorney for the Commission; Harry Stern, the Commission's assistant chief railroad engineer; Harold Mason, consultant to the Commission; E. Q. Johnson, N&W chief engineer; E. F. Murry, assistant general manager, N&W's Western Region; and J. F. Holmberg, regional engineer of the Western Region.

Representing N&W were E. Q. Johnson, chief engineer; John T. Hiner, assistant chief engineer-maintenance; J. F. Holmberg, regional engineer-Western Region; D. E. Turney, division engineer-Decatur Division; E. F. Murry, assistant general manager-Western Region; R. W. Swanson, mechanical superintendent-Western Region; and R. J. Cooney, general attorney.

Of the original N&W engineering group, only Hiner was to remain with the inspection team all week. Joining the party, when it traveled over their lines, were G. R. Janosko, regional engineer-Lake Region; and K. O. Strode, division engineer-Muncie Division.

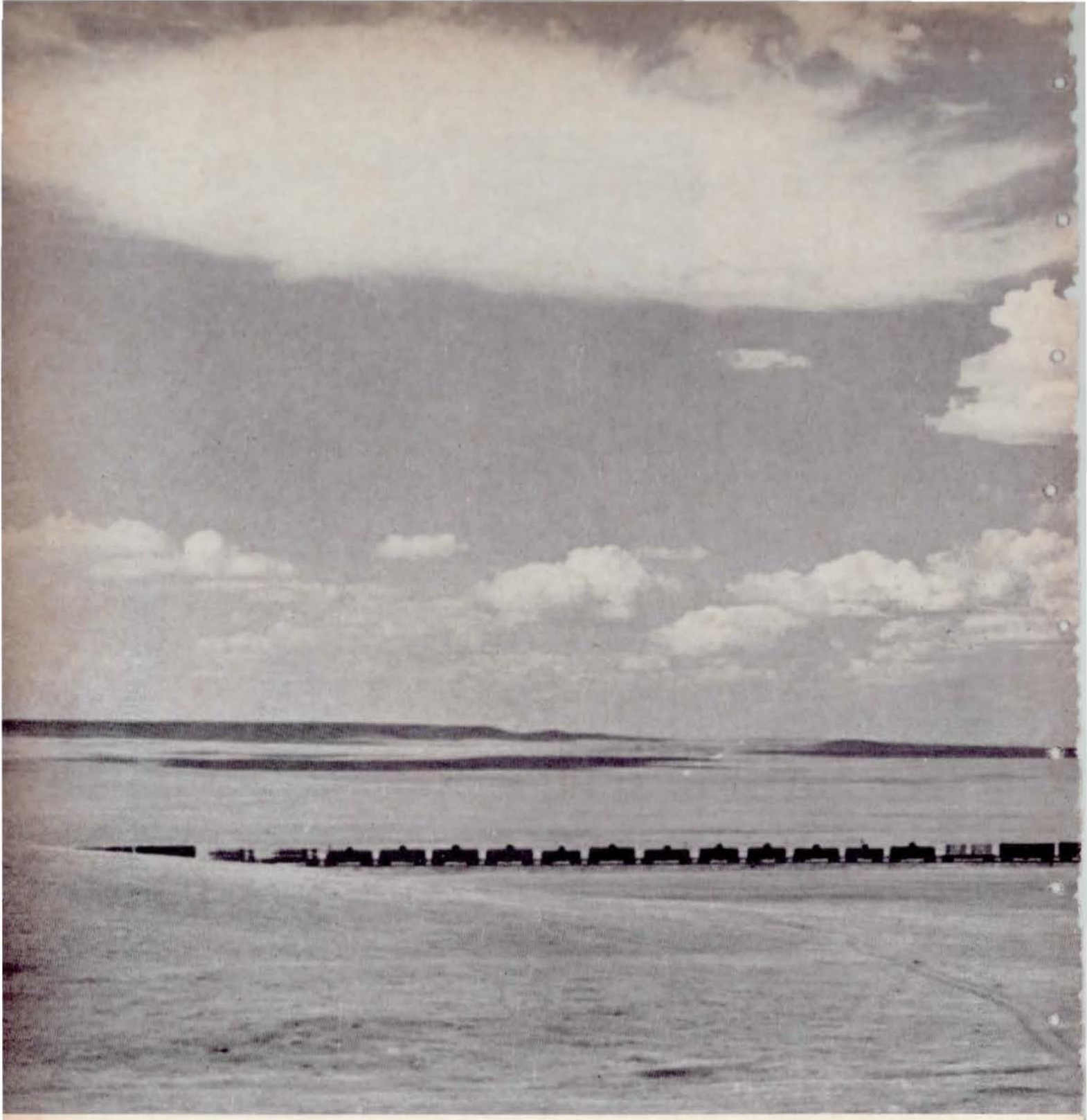
On the trip out of St. Louis on Inspection Day 1, Stern and Mason held the rear observation seats, with N&W's Holmberg and Hiner close by.

● **Target of the trip:** Parker summed up what Mason and Stern were looking for: "They'll be observing anything of interest, and they will pay special attention to the quality of the ride. Any jolts at crossings, turnouts and other locations will be noted and so will mud spots and other indications of inadequate maintenance. They will also take note of any work being done on track or right-of-way."

As the "Blue Bird" trip began, Stern and Mason functioned as a team. Mason called out the mileposts passed and the train speed, Stern read the information into a tape, along with his own observations. Meanwhile, Mason kept a record in a notebook of the milepost speed and any features noted about the ride or condition of the track, especially at railroad and highway grade crossings and at turnouts.

At Forrest, Ill., Stern took the tape recorder and moved up into the locomotive to carry on his inspection from the headend for the rest of the way into Chicago. Mason remained in the rear seat of Car 200—and even had a quick sandwich there.

● **Next, the report.** What happens, after the inspection is completed? Mason said the procedure is to take the written notes and the transcribed tape recording and then prepare a written report on the condition of the line, mile by mile. Included would be recommendations on any remedial work considered necessary. Presumably, the report and recommendations, if any, would be placed in the record at a hearing to be held later by the Illinois Commission. ■



Ugh! Wagon trains getting heap

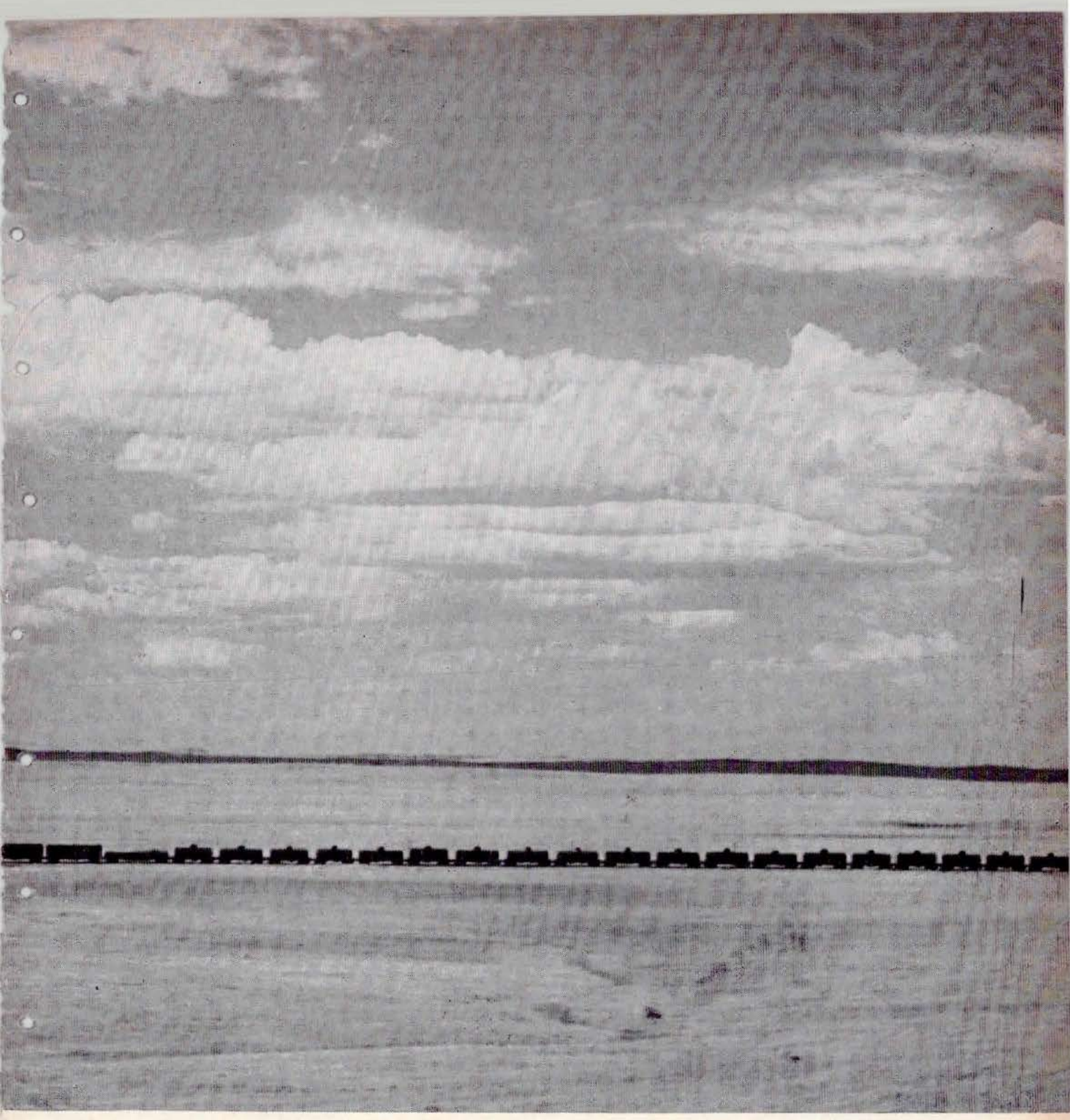
In Indian country—as everywhere—the Iron Horse is bigger than ever, stronger than ever, faster than ever.

And it's still pioneering. It's pulling giant unit trains that shuttle between grain country and port, between mine and mill, between factory and market . . . shiploads that go where no ship can travel.

It's turning around faster, thanks to new loading and unloading devices. (And shippers are getting better service, lower costs!)

It's riding more and more on welded rail—maintained with ever more ingenious track machines.

It's pulling cars that are ever more varied in size, in shape, in cushioning, in function. They carry the red hot, the frozen, the fluid, the powdered, the rigid, the



bigger!

fragile, the too huge and heavy to travel any other way.

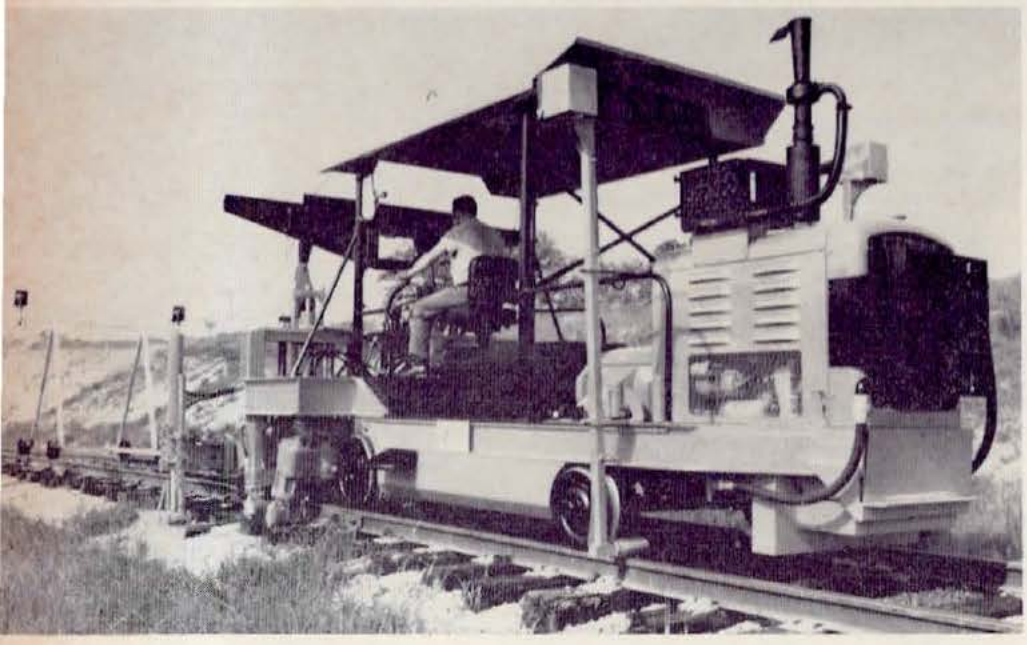
Increasingly, the immortal Iron Horse is obedient to a whole new structure of human and superhuman brain-power—with automatic sensing devices, new signaling and communications, new computerization—all bringing new speed, new accuracy, new efficiency.

New, new, new—that's the way it is in today's new railway age. How do railroaders keep up with all this progress? Through the pages of weekly RAILWAY AGE. What a place to tell people what's new with *you!*

Be part of the weekly excitement in **RAILWAY AGE** *the transportation weekly*

New Products for engineers

Here are some recent developments for helping upgrade railroad maintenance procedures.



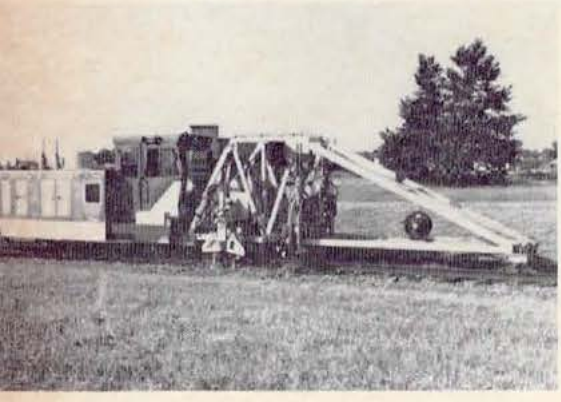
Tamper attachment handles most track conditions (RA-1)

An attachment, designated the Junior Foreman, has been made available to make either the Junior or Switch Electromatic tampers more versatile and to provide a medium-production tamper. With only one operator, the machine can tamp, lift, line, spot and joint peak under just about any track condition.

Incorporated in the attachment is Tamper's infra-red light-beam referencing system for surfacing and lining. *Tamper, Inc.*

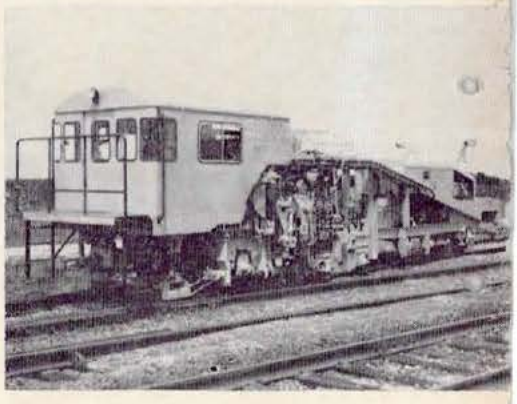
Tie stub stacker has special interlocking fingers (RA-2)

An improved type of grapple head, called TG 3000, has been developed with fingers that interlock for holding small stubs of removed crossties. Jaws open a full 24 inches and close to 4 inches. A companion unit is the stub stacker, the Wood Chuck SS 2170. It is used with the grapple head to remove stubs from the roadbed and stack them neatly along the right of way. It handles three to four pieces in one swing. It is designed to keep up with today's high-production tie gangs. *Railway Track-Work Co.*



Production tamper can do all three types of tamping (RA-3)

A new, automated, tie-tamping machine—the Jackson 5000 System—is being introduced with all three types of tamping—vibratory, squeeze and impact. The manufacturer says the new tamper incorporates a double-squeeze system without sacrificing the effectiveness of vibratory tamping. The command module is said to feature all solid-state fingertip controls, full visibility and an efficiency-designed working environment. It is pointed out that the automatic surfacing, lining and tamping module, built on a truss-beam-lifting concept, has no shoulder jacks or other projection to interfere with close clearance. The combination vibratory, squeeze and impact workheads simultaneously direct ballast toward the base of rail at pressures adjustable to 2000 psi in each direction. This double-squeeze action is claimed to be further enhanced and the ballast supercondensed by the vibratory action at 4500 vpm. Tests are said to show work capability of 1,600 feet per hour. *Jackson Vibrators, Inc.*



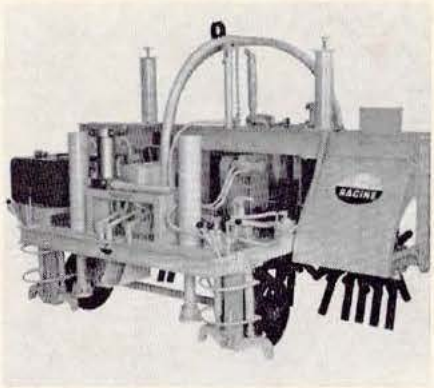
Turnout tamper does not need ballast supported jacks (RA-4)

The Universal Switch Tamper 2W75-SC is designed to raise and level a complete turnout or switch without the assistance of ballast supported

Brush cutter has a high cutting capacity (RA-5)

Replacing a heavier and more expensive model is the Brush Kutter. Weighing approximately 12,000 lb, the machine has built-in features that give it high cutting capacity and ease of handling. It has a center oscillation and articulating section that enables the unit to negotiate rough terrain without difficulty.

One power unit, the manufacturer says, provides all the required power for propulsion and cutting on this heavy-duty, off-track maintenance unit. *Kershaw Manufacturing Co.*



Tie-plate installer cuts ballast-cleaning cost (RA-6)

The "Plate-Boy" is a combination machine designed to facilitate installation of tie plates by tie-renewal gangs directly behind the inserter. It reduces the cost of cleaning ballast from the ties. Four hydraulic-driven rotary brushes clean the ties on both sides of each rail. Hydraulic cylinders position the brushes vertically. At the rear of the machine are hydraulic clamps and lifting jacks for raising each rail. The "Plate-Boy" is hydraulically self-propelled at approximately 2 miles per hour. *Racine Hydraulics, Inc.*

Ballast maintainer includes many improvements (RA-7)

The W23 Ballast Maintenance Car has been improved and is now known as Series D. Improvements include a track brush with rubber paddles or blades and having an enclosed oil-lubricated chain drive, new ballast equalizing boxes with greater range of movement, a hydrostatic drive, four-speed gear box coupled to the enclosed axles by propeller shafts, pressurized cab with optional washed-air conditioner, and, as the manufacturer says, a more serviceable plow. *Fairmont Railway Motors, Inc.*

jacks, either manual or mechanical. Lifting is accomplished by hydraulically actuated hooks engaging the base of rail, providing lifting ability at any point throughout the turnout. All functions of both lifting and cross leveling occur within the limits of the large wheel base, using the frame as the supporting structure. Being equipped with an electronic pendulum, any cross level discrepancies are said to be immediately corrected automatically, thus relieving the operator of that responsibility. Each of the eight tamping arms is tiltable and individually controlled so that every tie in the turnout is tamped.

In addition to the lifting hooks used in turnouts, the Universal Switch Tamper 2W75-SC has been equipped with roller clamps so that it can be used as a production tamper. *Plasser American Corp.*

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LETTERS

Need for unity

Windsor, Connecticut

To the Editor:

Bob Lewis, in his "As the Publisher Sees It," has ably pointed out the unity that is a must between the railroad, labor, and the government.

Yes, to the public, to the government, to all—it is "the railroads." Even more importantly to my company, my department and myself—it is "the railroads." Today, practically every industrial traffic man is complaining and is most deeply concerned with service and equipment supply.

I feel the railroads must become unified promptly, in their attitudes toward service and supply of equipment. Just as they have lagged in unity of thought by management, labor, and government working together, so have they lagged in producing service improvements to remain competitive and supply equipment to be able to aggressively keep the shippers tonnage moving by rail.

J. Robert Morton
Director of Corporate Transportation and Distribution
Combustion Engineering, Inc.

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Circle 20 on coupon page 33

Hand-thrown or remote-controlled

Hayes **ALL-STEEL DERAILS**

physically protect the main line

Derails or signals? Each has its place: signals are obeyed by men; Hayes Derails are obeyed by equipment.

When signals are not involved, the Hayes Derail alone is competent to keep the main track clear.

In modern signal systems, the Hayes Sliding Derail with DeLectric® Operator under remote control provides complete protection.

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Track safety devices that WORK at the job.

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RICHMOND, INDIANA 47374

Circle 19 on coupon page 33

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C&NW

John A. Clark
GTW

Harold E. Kent
GTW

John W. Hayes
Santa Fe

PEOPLE IN THE NEWS

AMERICAN REFRIGERATOR TRANSIT CO.—Robert J. Dunne, Jr., named general manager, St. Louis.

ASSOCIATION OF AMERICAN RAILROADS.—E. Paul Miller, an assistant vice president of the AAR and chairman, Car Service Division, retired July 31, after more than 45 years of continuous railroad service.

William H. Van Slyke, vice president and general manager, **Evergreen Freight Car Co.,** Eugene, Ore., appointed chairman, Car Service Division, AAR, Washington. **Harry Peterson,** acting chairman, appointed vice chairman.

J. F. Gerity, assistant comptroller and clerk of the corporation, **Maine Central** and **Portland Terminal,** named chairman, AAR's Statistics Committee for 1969-79. **C. P. Hawkes, Jr.,** MeC auditor revenue and freight claims, appointed chairman, Overcharge Accounting Rules Arbitration Committee, AAR.

Paul D. Gudgel, car service agent, Chicago district, appointed special representative, Freight Loss & Damage Prevention Section, Chicago. He will assist automobile manufacturers and railroads in effecting the best possible handling of automobiles in multi-level traffic.

BALTIMORE & OHIO.—Frank L. Skinner, Jr., regional sales manager–world commerce, New York, appointed regional sales manager–trailer service, New York, succeeding the late **Anthony B. Cori. Byron Q. Slaughter,** district sales representative, Kansas City, Mo., appointed division sales manager, Chillicothe, Ohio, succeeding **Arthur J. Wilson,** transferred to Louisville, Ky., to replace **P. B. Jones,** retired.

Willard C. Willis has been appointed general car foreman, Haselton, Ohio. He was formerly assistant car foreman, Lorain, Ohio.

BESSEMER & LAKE ERIE.—The Traffic Department has announced the new organization of its Marketing Division: **Roland J. Hoch,** manager marketing; **Thomas W. Corbett,** assistant manager marketing–coal and ore; **Robert F. Joyce,** assistant manager coal & ore pricing; **James R. Marshall,** assistant manager marketing–merchandise; **E. Ronald Coates,** and **Richard L. Riley,** coal sales representatives; **Joseph L. Korcinsky** and **G. Michael Buechele,** merchandise sales representatives. **Robert B. Wooters** continues as director of marketing.

BURLINGTON.—Jerry O. Eddy, freight representative, Chicago, appointed sales manager of international trade and trailer-on-flatcar service, Seattle.

CANADIAN NATIONAL-GRAND TRUNK.—Gordon E. Daggett named district sales manager, Minneapolis, succeeding **Waldo H. Longnecker,** retired.

CANADIAN PACIFIC.—Ian Warren, general passenger traffic manager, Montreal, retired July 31, after over 49 years of service.

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—Harry F. Tourte appointed director, costs and profit controls, Merchandise Freight Group, and **Real P. Frechette** named manager, cost research, both remaining at Baltimore. **Arthur J. Hallinan** appointed manager of internal audit, remaining in Cleveland. Mr. Tourte was formerly assistant comptroller and Mr. Frechette was an economist in the office of director, costs and economic research.

CHICAGO & NORTH WESTERN.— Douglas A. Christensen, manager of market research, sales and marketing department, promoted to marketing manager-food products.

Thomas S. Hudson, regional sales manager, Atlanta, Ga., named general sales manager–Chicago area.

CINCINNATI,NEW ORLEANS & TEXAS & PACIFIC.—Kelly R. Caudell, Jr., appointed assistant secretary and transfer agent, Cincinnati, succeeding **James C. Groseclose,** who retired Aug. 1 after nearly 42 years of service. Mr. Caudell has been assigned to the office of vice president, **Southern,** at Cincinnati since 1957.

ERIE LACKAWANNA.—W. D. Gilbert appointed engineer work equipment, Meadville, Pa.

FRISCO.—R. J. Chartrand, assistant general freight agent and manager rates, appointed traffic manager-construction materials. **M. F. Kuhl,** manager commerce, named manager rates. Mr. Kuhl's successor is **L. William Phegley,** merchandise sales analyst.

GRAND TRUNK WESTERN—John A. Clark, assistant general superintendent of transportation-operations, appointed assist-general superintendent of transportation-technical, succeeding **Douglas L. Fletcher,** assigned to the Southwestern Ontario Area, Great Lakes Region, **Canadian National. Harold E. Kent,** trainmaster, Muskegon Mich., and head of operations, Grand Trunk marine terminal, succeeds Mr. Clark. **Robert F. Fiandt,** superintendent, Battle Creek, Mich., locomotive shops, named assistant superintendent, Muskegon, with jurisdiction over the Grand Trunk marine terminal. Mr. Fiandt's successor is **Robert F. Slaght,** mechanical assistant-motive power, Battle Creek, who in turn is succeeded by **H. L. Leduc,** formerly equipment inspector, **Central Vermont.**

GREAT NORTHERN.—H. T. Dimmerman, assistant terminal manager, Willmar division, named terminal manager, Willmar division, to succeed **W. E. Crum,** promoted (RA, Aug. 18, p. 36). J. M. Anderson replaces Mr. Dimmerman. **P. A. Freuen,** trainmaster, Spokane, appointed operation supervisor, Willmar division, replacing **G. T. Rasmuson,** transferred. **J. H. Woolford,** trainmaster, Great Falls, Mont., succeeds Mr. Freuen, and in turn is succeeded by **R. A. Harris,** transferred from Glasgow, Mont. Mr. Harris' successor is **W. B. Fleisher,** trainmaster, Grand Forks, N.D., who in turn is replaced by **R. P. Libra.**

GULF, MOBILE & OHIO.—Gerald C. Stuckey, freight traffic manager, Chicago, appointed assistant to vice president-traffic, Mobile, Ala.

ILLINOIS CENTRAL.—Elias Lyman, manager special studies, advanced to the newly created position of assistant to vice president-traffic.

Walter S. Aaron, Jr. appointed assistant comptroller. He was formerly manager of car accounting, **Rock Island.**

JERSEY CENTRAL.—Victor L. Pernter, freight traffic manager–sales and service, New York, retired Aug. 31, after 45 years of service with CNJ and the Reading.

LEHIGH VALLEY.—Ronald R. Short appointed district sales manager, Toledo, Ohio, succeeding **T. A. Blair,** who retired June 30.

LOUISVILLE & NASHVILLE.—Jack E. Tharp, freight traffic agent, Houston, named sales representative, Detroit. **James C. Haygood,** chief clerk, Chattanooga, Tenn., named sales representative, Houston, succeeding Mr. Tharp. **Lawrence D. Miskell,** central traffic manager, Louisville, appointed general manager, freight sales. **Raymond M. Brennan,** general freight agent, Pacific Coast, San Francisco, becomes general manager, freight sales, Louisville. **Rafael Goyeneche,** manager, international commerce, named director, international commerce, New Orleans. **Lee Roy Senn** named manager, industrial development, Louisville. **Harold E. Rafferty,** freight traffic agent, Indianapolis, named

district sales manager there, to succeed **Kirby G. Scott,** general agent, who retired June 30 after 47 years of service.

Lawrence E. Estill, general agent, Philadelphia, named division sales manager, Chicago. **Ronald L. Schaffield,** freight traffic agent, Philadelphia, named district sales manager there, to succeed Mr. Estill.

MILWAUKEE.—James W. Burcham, office manager, public relations and advertising department, Chicago, named public relations representative there.

MISSOURI-ILLINOIS.—John W. Wheadon named traffic manager, St. Louis.

MISSOURI PACIFIC-TEXAS & PACIFIC.—J. J. Chessare, foreign freight agent, Chicago, promoted to general agent there. **S. L. Hopton** named general freight agent, Los Angeles. Mr. Hopton was formerly general freight agent, **Missouri-Illinois,** Chicago. **E. D. Drake,** manager pass bureau, St. Louis, retired July 31 after more than 46 years of service.

Tim Hogan named manager–public relations, St. Louis.

MONON.—Frank E. Van Bree, general attorney, elected secretary, to succeed **John B. Goodrich,** vice president-law and secretary, who resigned Aug. 1 to become assistant treasurer and assistant secretary, **Illinois Central.** Mr. Van Bree will also be in charge of the company's legal affairs.

R. J. Kist named TOFC manager, system, South Hammond, Ind., and also acting agent for that station. **R. J. Terranova** appointed assistant superintendent, South Hammond. Position of trainmaster-acting agent, formerly held by Mr. Terranova, abolished.

NORFOLK & WESTERN.— Jerome B. Tankersley, Jr. assistant manager purchases, promoted to manager purchases. **Woodrow W. Osborne,** manager stores, named manager material. **Jack R. Garrison,** supervisor inventory control, appointed manager administration.

Edward R. Murray, Jr., appointed general tax accountant, and **Edward L. McClelland** named assistant general tax accountant, Roanoke.

W. G. Duchek, sales manager, TOFC, retired July 1, after more than 49 years of service. **E. C. Perkins,** traffic manager, Buffalo, N. Y., retired July 1, after almost 45 years of service.

R. L. Musick, trainmaster, Radford Division, named assistant superintendent, Pittsburgh Division, succeeding **F. H. Wilbourne,** who has been transferred to the material management department.

J. E. Savely appointed director industrial development, and **Louis G. Grace** named manager industrial development–system, both reporting to **James E. Carr,** vice president–industrial development, real estate and taxation, Roanoke, Va. Mr. Savely was formerly director of industrial development, N&W, St. Louis. Mr. Grace was vice president and general manager, **Winston-Salem Southbound. Paul W. Cabe** appointed real estate agent. **Frank H. Gajar** joined the N&W as assistant manager commercial development. **John R. Nuckols, Jr.,** appointed tax accountant. **Wilbur J. Bettcher,** assistant manager property taxes, named manager property taxes. **Francis E. Callahan** promoted to assistant to director of real estate.

H. J. Altizer, Jr., assistant general storekeeper, named assistant manager material–systems.

F. B. McDaniel, mechanical supervisor –locomotive, appointed assistant manager material–diesel. **E. E. Cooper,** leading signal maintainer, promoted to assistant manager material–signals and communications. **C. M. Stevens, Jr.,** car foreman, Brewster, Ohio, appointed assistant manager material–car. **Frank D. Spieth,** division supervisor of materials of the former **Pennsylvania,** has joined the N&W as assistant manager material–maintenance of way. **Charles E. Woodson,** assistant manager purchases, named purchasing agent–diesel. **William R. Clark,** also assistant manager purchases, appointed purchasing agent–car. **Clarence N. Ferguson,** assistant to manager of purchases, named purchasing agent–maintenance of way and signals and communications. **Norman D. Henson,** stationer, promoted to purchasing agent–miscellaneous. All will have offices in Roanoke.

A. P. Hammond, Jr., assistant auditor of capital expenditures, promoted to auditor of capital expenditures.

R. B. Johnston, regional rate manager, named manager–rates, Northern Region, with headquarters as before at Detroit.

NORFOLK SOUTHERN.—Harry L. Zeber, district sales manager, Pittsburgh, Pa., retired July 31, after half a century of railroad service.

SANTA FE.—John W. Hayes, special assistant, staff studies, advanced to assistant to the president, staff studies, Chicago, to succeed **Raymond M. Champion, Jr.,** promoted (RA, Aug. 18, p. 42).

L. E. Brown named special assistant to general manager, Topeka, Kans., succeeding **G. A. Ossain,** promoted (RA, Aug. 18, p. 42).

SUPPLY TRADE

Computer Management & Research Corp., Dallas, Tex., has announced formation of **Polyforms Corp.,** manufacturer of custom crates and industrial shipping containers at Garland, Tex.

James R. Egan, formerly manager railroad equipment, **Allied Chemical Corp.,** has joined **Lithcote Corp.,** Newtown, Conn., as manager sales, Car Repair Division for all Lithcote's facilities.

Jack O. Evans is vice president sales, **W. H. Miner Division, Miner Enterprises Inc.** (RA, Aug. 4, p. 35). **Marvin E. Anderson** is vice president engineering; **Carl A. Anderson,** vice president manufacturing; and **William D. Wallace,** vice president. President of the newly created **International Division** is **Santiago T. Mendez.**

Carl D. Wright has been appointed manager–railroad equipment engineering, **Westinghouse Air Brake Division of WABCO,** Wilmerding, Pa. **E. P. Plesniak** has been named senior specialist–railroad products sales. **Richard L. Wilson** has been appointed manager–product evaluation. **David G. Blaine** has been named senior district engineer and **Frank Yeager,** district engineer, both at Chicago.

Carl J. Eilers has been appointed manufacturing planning manager, Transportation Equipment Division, **Butler Manufacturing Co.** He will direct purchasing, material control, production control, traffic, shipping and receiving for the stainless steel trailer plant in St. Paul, and the aluminum trailer plant and rail car facilities in Minneapolis.

Leonard DiGiacomo has been named vice president and national sales manager, **D.H. Overmyer Co.,** New York. Mr. DiGiacomo formerly headed the company's Chicago operation.

John Hudson has been named corporate counsel and assistant to the president of **CTI-Container Transport International Inc.,** a subsidiary of **Leasco Data Processing Equipment Corp.** at New York. Mr. Hudson was formerly assistant resident counsel, Morgan Guaranty Trust Co.

Stephen Z. Serepca has been appointed director of container systems development for CTI. He was formerly manager of cargo container development for Trans World Airlines, Inc.

Seaway Container Corporation of America, a newly formed corporation at 303 George Street, New Brunswick, N.J., has been named the American licensee of **Seaway Containers Limited of Greenock, Scotland.** The American corporation will begin manufacture of a full line of cargo containers in a new 100,000 sq. ft. manufacturing plant in Princeton, W. Va., upon its completion, now scheduled for Fall of 1969. **Lawrence Katchen,** former manufacturing vice president, Irvington Steel & Iron Works of New Brunswick, is president of Seaway of America. **Luther M. Smythe,** sales vice president, was formerly with Fruehauf, where nine of his 22 years of service were devoted to container sales and service.

Dennis J. Kenny has been promoted to vice president–general counsel of **Integrated Container Service, Inc.,** New York.

C.L. Kohler, service manager, **Railway Maintenance Corp.,** has been named district sales manager, Pittsburgh.

Railroad Accessories Corp., Minneapolis, Minn., has appointed **Southeastern Railroad Materials, Inc.,** Atlanta, Ga., as exclusive distributors of RACO products in the South-Southeastern region.

Robert A. Bulkley promoted to district manager, **Kemlite Corp.,** at Atlanta, Ga., and will direct and coordinate the sale of reinforced plastic products to the transportation industry in the southern states. **James P. Landaiche** has been promoted to district manager, San Mateo, Calif., covering the western states.

B. K. Wingerter, Eastern regional manager, **Electro-Motive Division of General Motors,** New York, retired July 1 after 40 years of service. **Warren Fox** has been named regional manager, Northeastern region, New York, and **R. Eugene Hill,** regional manager, Southeastern region, Jacksonville, Fla.

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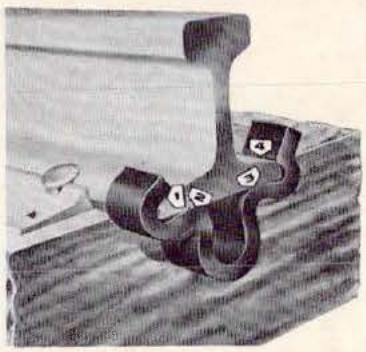

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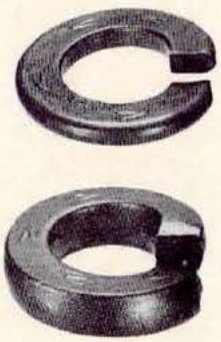

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Should rails "go public" with rights-of-way?

A proposal that railroads become public highways has been made by John P. Carter, Professor of Business Administration at the University of California, Berkeley.

Professor Carter presented his views before the annual meeting of the Western Economics Association, Aug. 21-22. His paper has caused a stir in financial circles.

His underlying objective, according to Carter, is to "revitalize" the railroads by enabling them to withdraw part of their capital and utilize it elsewhere. Railroads, he says, might be able to sell rolling stock to others who might get better utilization out of it. He noted that Penn Central's new Metroliner equipment is only used five hours a day, while domestic airlines generally utilize their equipment almost twice that long.

Railroads, claims Carter, were originally conceived of as public highways.

Railroads are unique today, he says, in that the moving vehicle and the right-of-way are under single ownership. In other transportation technologies, notes Carter, the "track" is generally provided by a public authority (highway, canals) or naturally (oceans, airspace), with a public authority providing navigational aids. The vehicles, though, are operated by private enterprise and typically pay a toll for their use of the right-of-way.

● **Equating rails with air.** Carter goes to great lengths to equate the railroads with the airlines. "Conceptually," he says, "the airways are tracks, just like railroad tracks, along which aircraft move subject to continuous supervision by a traffic controller in order to avoid conflicting movements." The movement of aircraft, he contends, is quite analogous to that of trains. The airway tracks are given direction by radio beacons, directional separation by altitude differentials, and separation at intersections also by altitude control. Air lanes, says Carter, "are multiple layers of tracks superimposed on one another." FAA controllers are able to successfully control aircraft of many owners and of greatly varying performance capabilities, all using the same tracks. Railroads are at an advantage, he says, in that FAA controllers do not have the possibility of conveying information by physical contact—as coded track circuits can do for railroad traffic controllers.

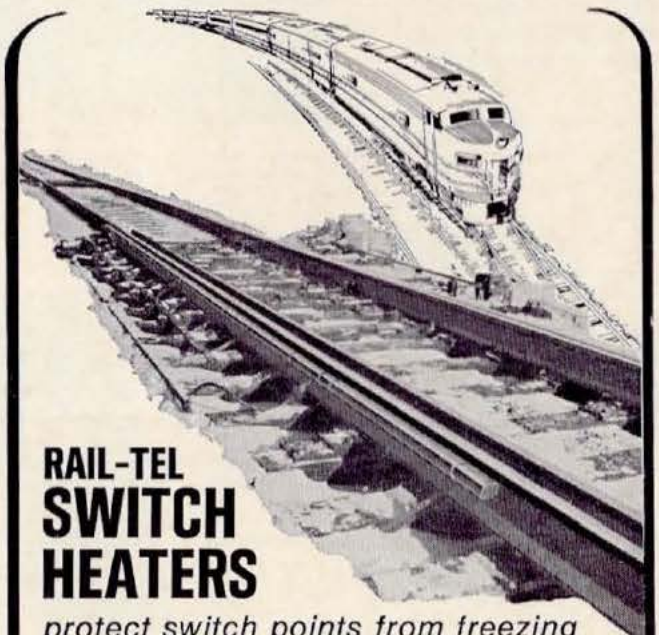
This example, he says, shows that there is no technological reason why each railroad must consider itself a single organization, owning both track and train, and utilizing its real estate only for its own trains. "It is technically feasible," Carter claims, "in the operating sense, to lease cars and locomotives to anyone properly qualified who might wish to run a train and pay the railroad the tolls it sets."

Were this to be accomplished, says Carter, the concept of the "natural monopoly" would disappear. Regulation could be urged only to protect carriers from competitors as it could no longer be supported under the guise of protecting the public from monopolies. It would then become quite possible, he says, for the market organization for the rail service to become analogous to that of the ocean charter markets or of the exempt trucking industry.

Under this proposal railroads could, of course, continue their present operations. But they could also lease trains and/or cars to shippers for single trips, like voyage charters, and continue unit trains, analogous to time charters. Power and equipment could also be chartered out by time or trip to those who wanted to run their own trains and pay tolls to the railbed owner. Thus, says Carter, railroads would not operate primarily as carriers, but as real estate owners.

● **No government supervision.** "Such a step," says Carter, "would open up railroading to the forces of competition and would remove the last valid argument for those who would retain the large government supervisory organizations." Carter contends that under this proposal there would be no unprotected "monopolistic exploitation"—the present argument for retention of government supervision. Shippers could arrange their own trains. They could operate them themselves, charter them from professionals, or continue versions of the present unit train operation.

● **Increasing profit.** Carter contends that this proposal offers a great opportunity for railroads to improve their profitability. He says that "instead of a valuation of 10 times earnings which the market now places on railroad stocks, the multiplier might be more like 16 times earnings as with the 30 stocks of the Dow Jones Industrial Average, or 20 times earnings as with Standard and Poor's 425 industrials. ■



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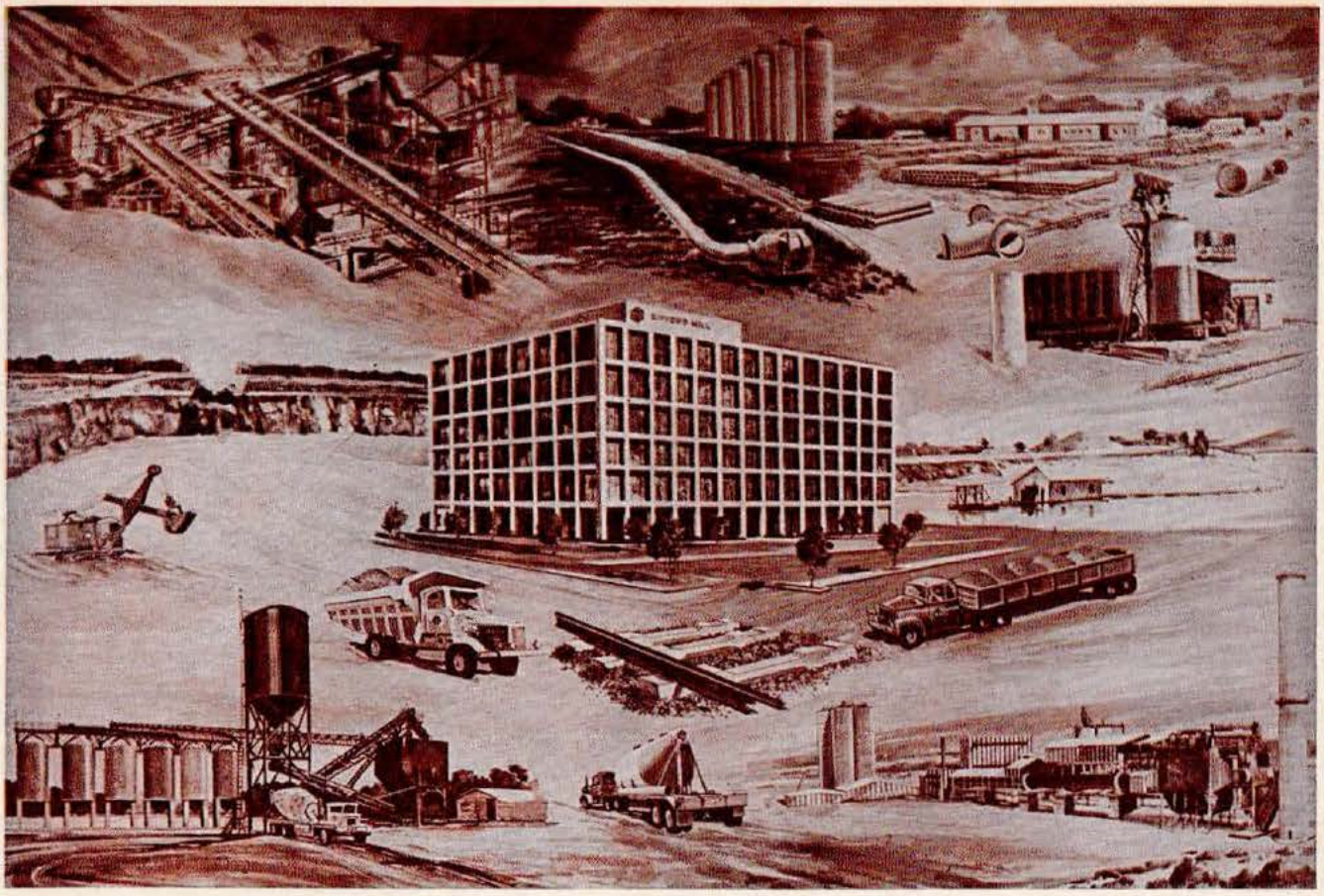

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LUTHER MILLER

AS THE EDITOR SEES IT

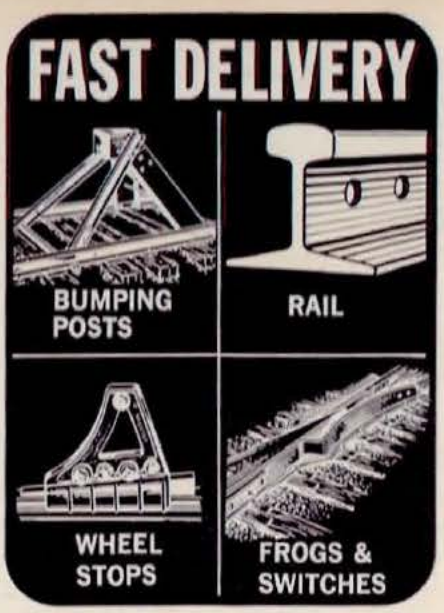
THE TAX REFORM BILL now before Congress would kill the investment tax credit, which has put thousands of new freight cars and locomotives on the rails. It would offer, instead, faster tax write-offs for some, but not all, new cars. That is what the cliche-mongers call half a loaf. For those of us with more faith in the legislative process than in another miracle of the loaves and the fishes, it is well to remember that half a loaf means that somebody is going to get a short ration.

WE SHOULD NOT DELUDE OURSELVES (nor should Congress labor under the misapprehension) that the proposed seven-year depreciation period will produce the same benefits for railroad users that the investment tax credit has produced. It will do nothing of the kind.

"IN THE FIRST PLACE," points out AAR President Tom Goodfellow, "a basic difference is that a faster write-off period results only in a postponement of taxes rather than in a true tax saving. In contrast, the investment tax credit, as the term itself suggests, results in an actual reduction or saving in taxes. Thus, there is no way in which these two essentially different provisions can really be equated, either in the short or the long term."

"FURTHERMORE," says Mr. Goodfellow, "the House bill provision would apply only to cars, not to locomotives or to other facilities now eligible for the investment tax credit. Also, as presently written, the House bill provides a faster write-off only for cars owned by carriers and not by 'private' car owners such as car-leasing companies, a distinction which does not apply under the existing investment tax credit. This would be an important disadvantage to such owners, to the carriers which lease cars from such owners, and to the cause of providing a fully adequate and modern car supply."

CONGRESS OUGHT TO KNOW precisely what it is doing—and what it is not doing—to help alleviate the equipment shortage that has been the cause of such grave concern on Capitol Hill. It's up to railroad men to let Congress know. If I worked for a railroad, I'd ask my p.r. department to find out precisely what the tax credit had meant to my road, in terms of re-equipping; I'd find out precisely what its loss might mean to the 1970 equipment program; and I'd write a letter to my Congressman. A good case can still be made for exempting railroads from repeal of the tax credit. Let's make it.



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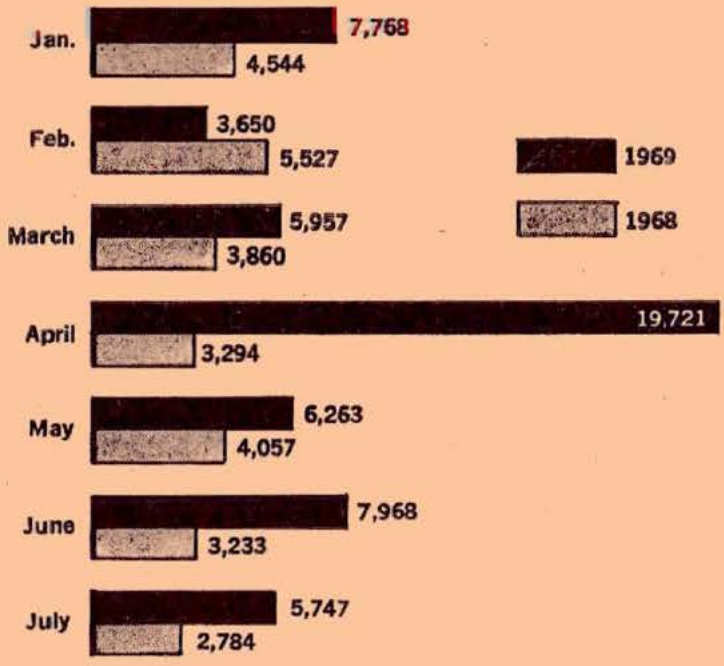
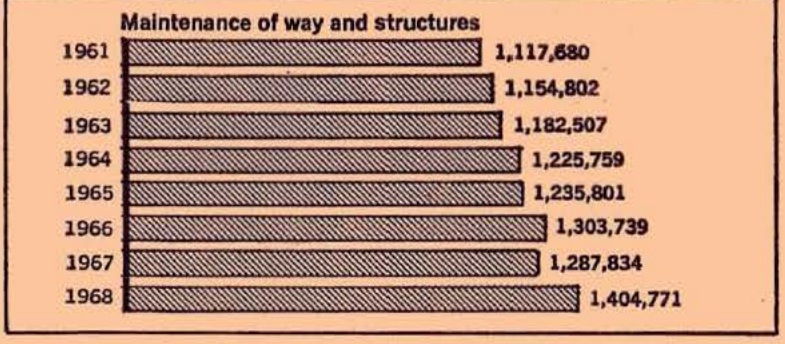
NEW FREIGHT CARS ORDERED

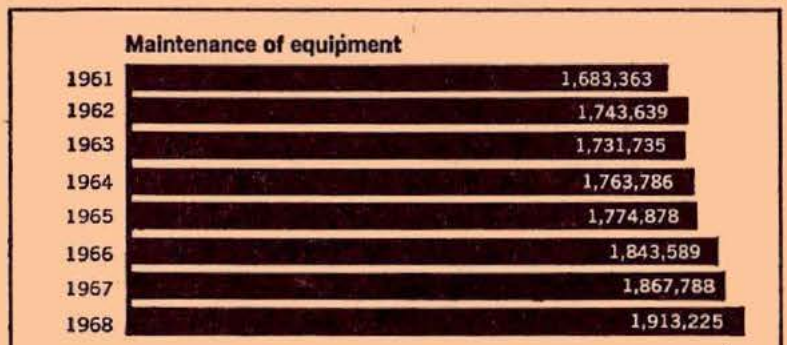


MAINTENANCE EXPENSES

(Class I line-haul railroads)

In thousands of dollars.

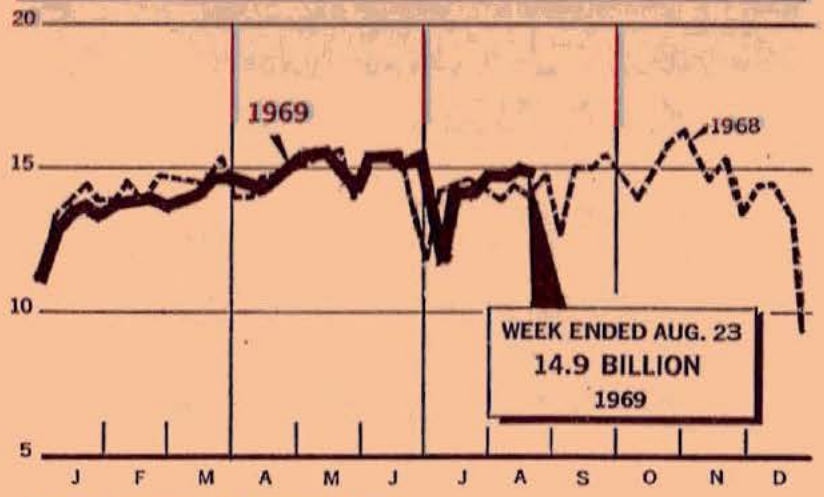




Source: Economics and Finance Dept., AAR.

RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

SHIPMENTS OF RAILROAD STEEL PRODUCTS

(JUNE AND SIX MONTHS 1969)

	NET TONS			
	June	Per Cent Change*	Six Months	Per Cent Change*
Rails, trackwork and equipment	108,291	+21.3	633,381	+11.4
Freight and passenger cars and locomotives	181,386	−7.7	1,213,227	+5.7
Street railways and rapid transit systems	4,731	−29.4	20,916	−43.0

*Per cent change compares 1969 periods with like 1968 periods.
Source: American Iron and Steel Institute.

Current Statistics

Net Income, Class I roads	
Three months, 1969	$ 97,000,000
Three months, 1968	$111,650,113
New freight cars on order	
Aug. 1, 1969	51,233
Aug. 1, 1968	16,943
New freight cars delivered	
7 mos., 1969	37,697
7 mos., 1968	34,858
Serviceable cars	
Aug. 1, 1969	1,365,892
Aug. 1, 1968	1,393,000

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended August 30 were not available as this issue of Railway Age went to press.

REVENUE FREIGHT CARLOADINGS

Commodity	Aug. 23 week	Preceding week	Per cent change
Grain	28,615	30,277	— 5.5
Farm products	12,111	12,747	— 5.0
Metallic ores	60,831	55,466	+ 9.7
Coal	100,659	103,739	— 3.0
Crushed stone, gravel & sand	32,499	33,751	— 3.7
Nonmetallic minerals	11,512	11,846	— 2.8
Grain mill products	20,169	20,339	— 0.8
Food & kindred products	24,737	24,046	+.2.9
Primary forest products	23,820	24,804	— 4.0
Lumber & wood products (except furniture)	15,957	15,825	+ 0.8
Pulp, paper & allied products	24,487	24,545	— 0.2
Chemicals & allied products	24,865	25,211	— 1.4
Petroleum products	11,164	11,536	— 3.2
Stone, clay & glass products	23,124	22,759	+ 1.6
Coke	7,807	8,776	—11.0
Metals & products	27,462	27,654	— 0.7
Motor vehicles & equipment	18,872	15,577	+21.2
Waste & scrap materials	14,821	14,972	— 1.0
Forwarder & shipper assn. traffic	7,634	8,245	— 7.4
All other carloads	70,649	72,903	— 3.1
LCL traffic	1,811	1,731	+ 4.6
Total cars loaded	563,606	566,738	— 0.6

CUMULATIVE TOTAL, 34 WEEKS	1969	1968	1967
	18,191,038	18,349,312	18,197,169

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended Aug. 23 totaled 26,955 cars, carrying 44,056 trailers, compared with 26,621 cars, carrying 44,013 trailers, in the corresponding 1968 week. Loadings for 1969 up to Aug. 23 totaled 869,960 cars, carrying 1,425,211 trailers, compared with 858,055 cars, carrying 1,393,204 trailers, in the corresponding period of 1968.

IN CANADA

Cumulative	Revenue Cars Loaded	Total cars Rec'd. from Connections
Aug. 7, 1969	2,153,013	739,472
Aug. 7, 1968	2,227,198	748,302

FREIGHT-TRAIN CARS

● *Orders and deliveries.*—Orders were placed in July for 5,747 new freight cars, compared with 7,968 in June and 4,307 in July 1968. In addition, 1,728 rebuilds were ordered in July, compared with 1,335 in June and 1,523 in July 1968. Backlog of new cars on order and undelivered on Aug. 1 was 51,233, compared with 50,395 on July 1 and 16,943 on Aug. 1, 1968.

FREIGHT TRAIN CARS DELIVERED AND ORDERED IN JULY AND BACKLOG OF ORDERS ON AUGUST 1, 1969

DELIVERED

	July 1969	June 1969	July 1968
Built New Car by Builders	3,770	3,888	2,476
Built New in R.R. Shops	1,091	1,557	1,023
Built New—Total	4,861	5,445	3,499
Rebuilt	761	534	1,026
TOTAL DELIVERED	5,622	5,979	4,525

ORDERED

To be built by Car Builders	3,047	6,683	2,581
To be built New in R.R. Shops	2,700	1,285	203
To be built New—Total	5,747	7,968	2,784
To be rebuilt	1,728	1,335	1,523
TOTAL ORDERED	7,475	9,303	4,307

ON ORDER AND UNDELIVERED

	August 1, 1969	July 1, 1969	August 1, 1968
To be built new by Car Builders	42,079	42,850	10,972
To be built new in R.R. Shops	9,154	7,545	5,971
To be built new—Total	51,233	50,395	16,943
To be rebuilt	4,589	3,507	6,404
TOTAL ON ORDER	55,822	53,902	23,547

● *August bad order ratio 0.2% higher than last year.*—Class I roads on Aug. 1, 1969, owned 1,443,124 freight cars, 27,046 less than on Aug. 1, 1968, according to AAR report summarized below. Bad order ratio was 0.2% higher than last year.

	Aug. 1, 1969	Aug. 1, 1968	Change
Car ownership	1,443,124	1,470,170	−27,046
Waiting repair	77,232	77,170	+ 62
Repair ratio	5.4%	5.2%	+ 0.2%

● *Canadian National.*—Ordered 1,000 100-ton covered hoppers equipped with hydraulic shock absorbers from Hawker Siddeley at a cost of approximately $20 million.

● *Trailer Train.*—Ordered an additional 90 89-ft low-level cars from Pullman-Standard. This brings TTX orders since Jan. 1 to 4,405 cars. As of Aug. 25, TTX had 52,944 cars in service or on order.

YOU OUGHT TO KNOW

Agnew, governors support transit trust fund

President Nixon has rejected the concept of a mass-transit trust fund (RA, Sept. 1, p. 28) but Vice President Agnew still thinks a trust fund is the best road to improved urban transportation. Maryland's former governor made known his stand at the National Governors Conference in Colorado Springs last week, and he found a responsive audience. The governors unanimously endorsed the trust fund approach, despite DOT Secretary John Volpe's assurances that "contract authority" would work as well.

Katy launches a broad, new safety program

Katy last won a Harriman Gold Medal Safety award in 1952. Next year marks the road's 100th anniversary—and, says President John W. Barriger, "We hope in 1970 to rank among the leaders in the industry in safety . . . and to attain a record that will qualify us again to receive a Harriman award." Katy has a new safety campaign under way, which will include system-wide safety meetings, formation of safety committees at principal points—and a safety-slogan contest. First prize winner in the sloganeering is a switchman at San Antonio, whose entry was short and to the point: "Be wise, be safe, be here tomorrow."

N&W's Gearhart ranked No. 1 by the ASTT

Charles A. Gearhart, industrial agent for the Norfolk & Western at Roanoke, Va., achieved the highest grade in the 1969 testing program of the American Society of Traffic & Transportation. He will receive an expense-paid trip to the society's annual convention in Houston where he will be awarded a plaque.

Symposium will explore role of aluminum

Pierre Weil, director general of the Paris Metro, will be chairman of an international symposium to be held in Dusseldorf, West Germany, Nov. 25-26, to explore the role of aluminum in the rapid transit industry. An estimated 200 persons from all over the world, representing both transit companies and equipment manufacturers, are expected to attend the sessions which will be sponsored jointly by a German association for the promotion of lightweight transportation vehicles (Studiengesellschaft Leichtbau der Verkehrsfahrzeuge) and Aluminum-Zentrale, the information center of the German aluminum industry.

$5 million expansion at Standard Forging

Standard Forgings, a major producer of railroad axles, has announced a capital expansion program in excess of $5 million. The program, scheduled for completion in about a year, includes the installation of an electrically controlled, virtually automatic press of 600-ton capacity, a rotary furnace 45 feet in diameter for forging billets, a continuous heat treating line, and a machining complex of three programmed lathes. Also planned are new and enlarged facilities for various non-destructive testing methods, including the ultrasonic testing of axles to insure both the internal and surface quality of the forgings.

Utah interests want to keep Gold Spike show

The 93rd re-enactment of the driving of the Golden Spike took place at Promontory, Utah, Sept. 1—and while it was the last show of 1969, the year of the Golden Spike Centennial, northern Utah business interests are hoping for a return engagement in 1970. Chambers of Commerce, merchants and travel promoters found the re-enactment (and the estimated 1,000 viewers it drew for each performance) good for business, and are now looking for money to keep the show going next summer. There's now an extra attraction for tourists. In mid-August, the National Railroad Hall of Fame and Museum was moved from Portland, Ore., to Ogden, Promontory's nearest railhead, with appropriate ceremonies.

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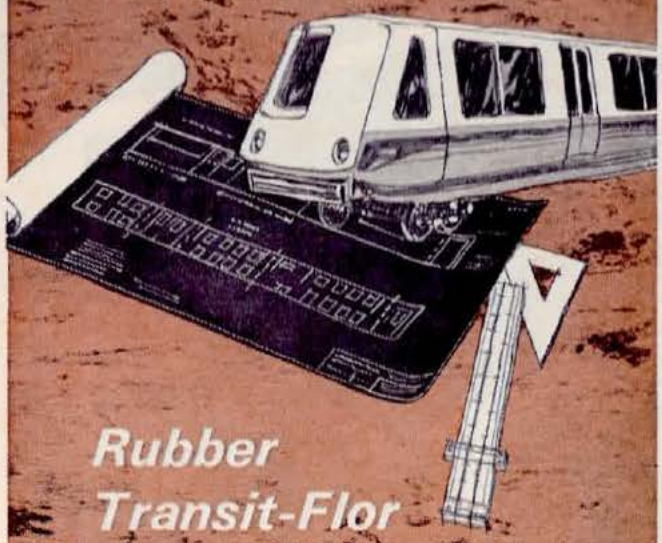
Circle 21 on coupon page 33

INTERIOR DECOR BEGINS WITH THE FLOOR



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Burro used as work train for distributing rail and other material. Note boom in upper boom heels, while coupled to gondola car.

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VIEWPOINT

What purpose does technology serve?

Is the main aim of technology expressed in the words of the neo-folksong: "Automation helps keep payroll down"?

Or is technology really aimed at much broader profit considerations—in the case of railroads, consideration involving new investment designed to make more of existing investment?

There are those who will argue into the wee hours that railroads can justify technological advances only as they permit reductions in manpower and labor costs. Equally vocal are those who contend that technology's big benefit lies in its giving railroads an improved capability to use what they have, and to provide a better product which will be more intensively used.

There is no doubt that labor cost is a major problem. But perhaps it's too easy to talk of "cost," and stop there. The key may lie, rather, in labor utilization.

In any event, those who argue for direct trade-offs between technological advance and work force reduction may be arguing a moot point. Rail unions have been remarkably successful in negotiating for job security. It would be less-than-realistic to think that these unions will surrender past gains in this area, or that they will not demand even greater security in future bargaining. At this point, it would be equally unrealistic to think that some outside force—government?—will lend a strong hand to free-up railroads from contract requirements and restrictions.

So, it would appear that the costs of new technology will have to be repaid out of improved property-use, out of development of new services, out of (pure and simple) traffic increases on revenue bases that can be profitable.

In these areas, there is a possibility that labor's cooperation can be obtained. This will be disputed, by those who see little or no degree of compatibility between the interests of management and labor, and by those who view management/labor relations as a never-ending war. But it will not be disputed by those who have actually tried to work with rail labor in promoting better utilization of property, equipment, manpower, brainpower—in short, the key assets a railroad possesses. The successes of these people have been few. But they have planted seeds.

BIGGER NEWS THAN EVER IN SEPTEMBER

Technology, in virtually all disciplines, is big news this month. Engineering officers are holding annual meetings this week. Communications and signal department officers and mechanical department people meet next week. Data-systems people get together the following week. Technology and its applications tend to dominate programs.

Eventually, you get back to the question: What purpose does technology serve? What purpose, pragmatically, can it be made to serve? What can be done, and what can't? What's likely, and what isn't? Where is the kind of truth railroads need to find, if they're to make technology work best?

Old answers didn't work very well yesterday. They work less well today. Can you imagine how they'd work in tomorrow's new-world of railroading?

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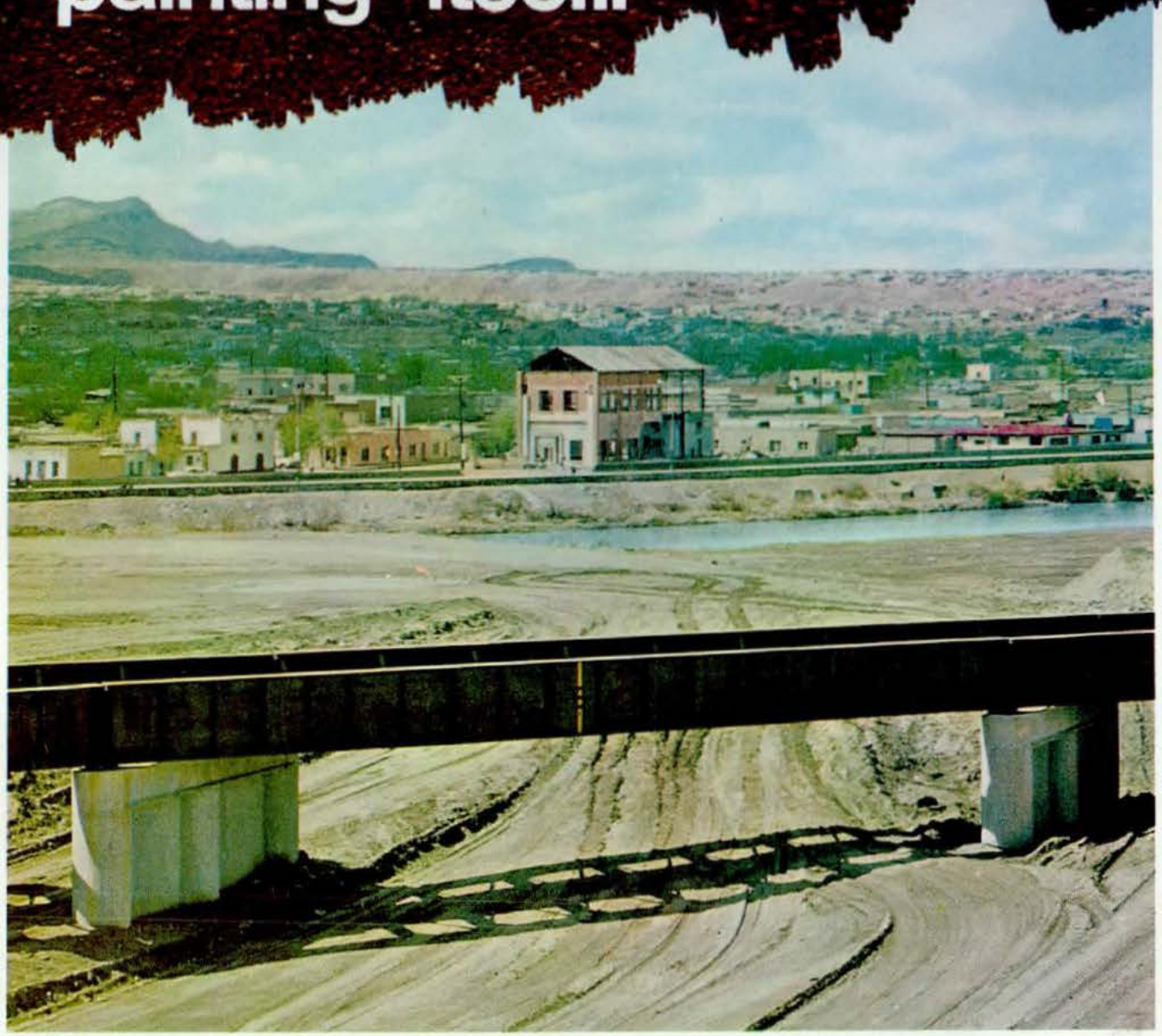

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